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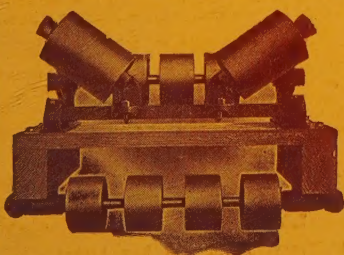
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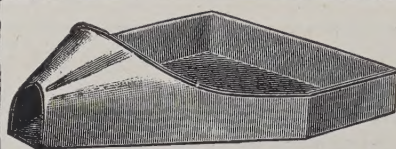
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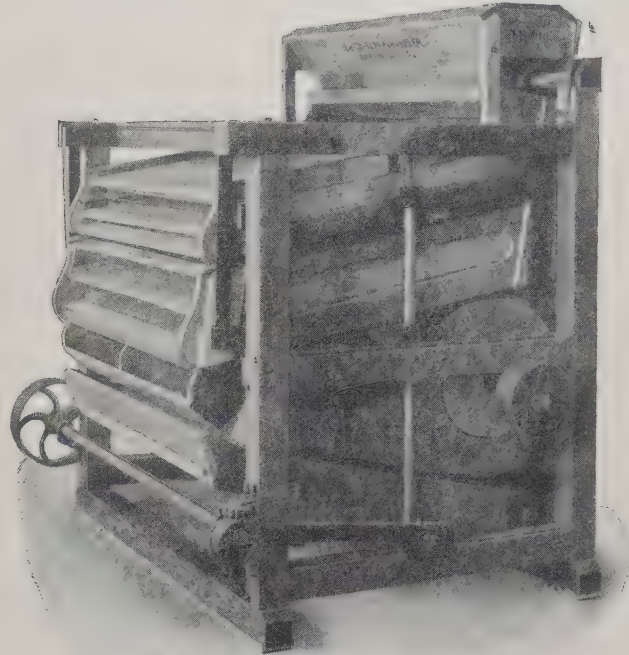
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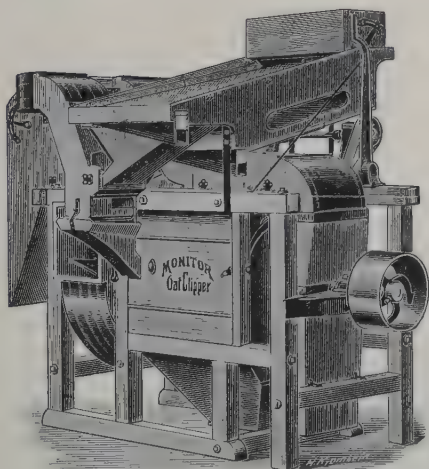
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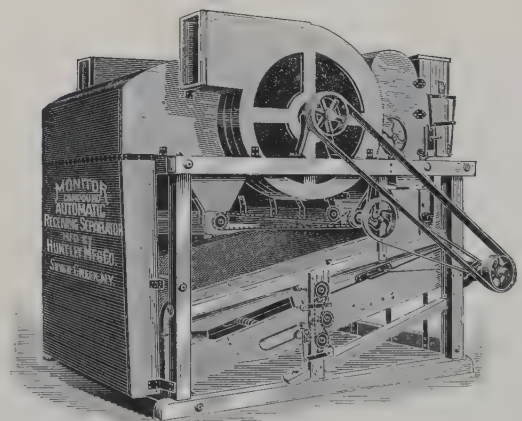
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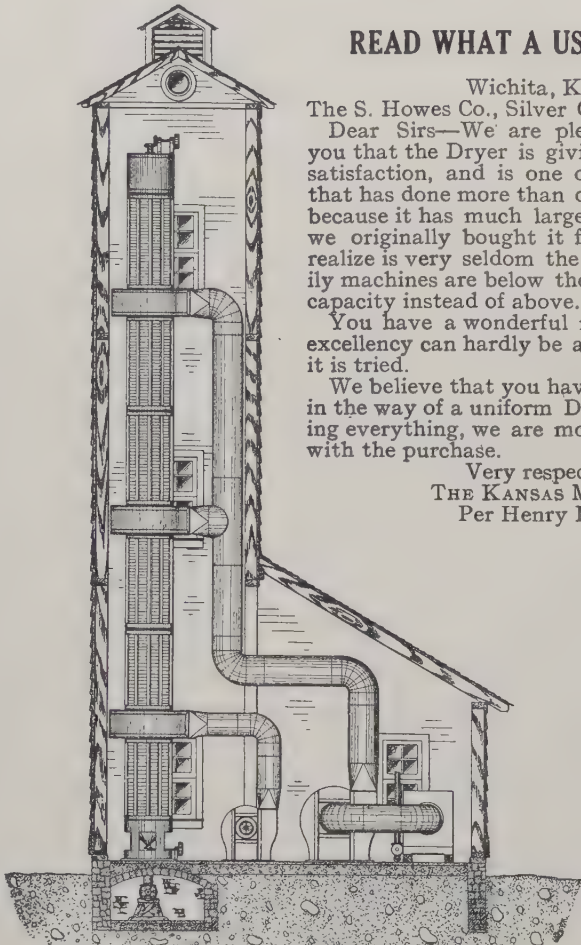
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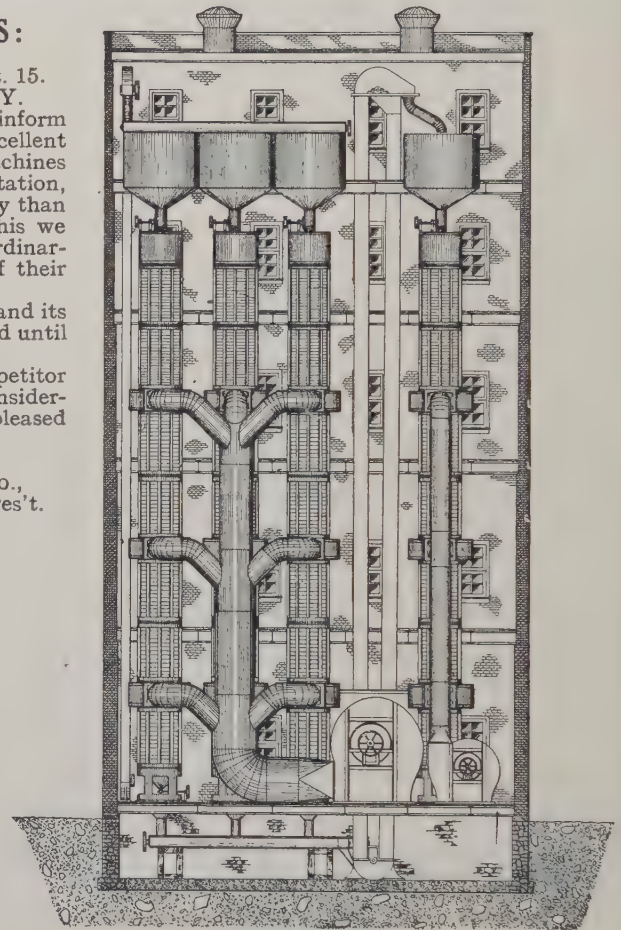


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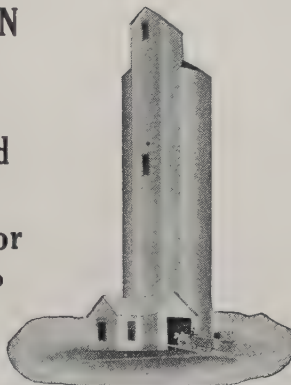
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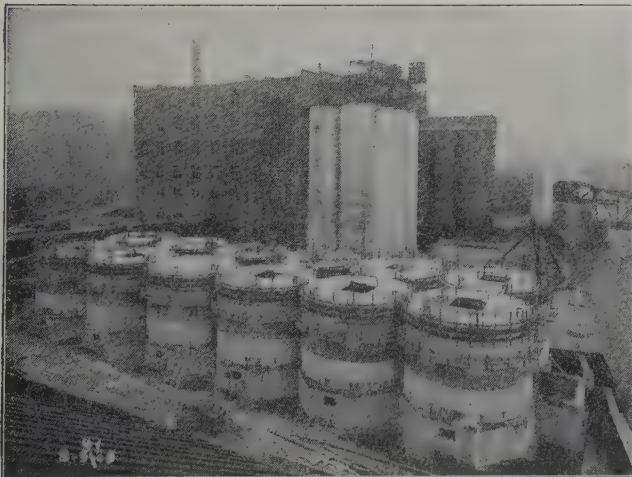
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Minneapolis :: :: Minnesota

Get what you contract
for by dealing with



C. E. Bird & Co.

ELEVATOR AND
MILL BUILDERS

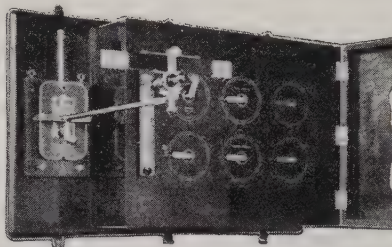
16 Years

Practical Experience

614 Corn Ex.

Minneapolis, Minn.

THE BEST GRAIN PROTECTION



Imagine the advantage and protection possible when you can stand in your office and in a moment know the exact temperature in any part of your elevator, or even take the temperature of your grain in the bin at different depths.

All this is possible by the aid of

THE ZELENY THERMOMETER

It has been on the market long enough to demonstrate it is practical.

Those who have one installed say they would not be without.

Write today for new circular and descriptive matter. It's free.

Western Fire Appliance Wks. 358 Dearborn Street
CHICAGO, ILL.

J. A. HORN & CO.

OKLAHOMA CITY, OKLA.



Concrete Elevator—Built by us

Contractors, Designers and
Builders of

**Grain Elevators and Mills
Warehouse, Corn Meal
or Alfalfa Meal Plants**

Write us for anything in the construction line. We are ready to serve you. Plans and specifications furnished at nominal cost. Estimates are cheerfully given free.

Exclusive Agents for
**Weller-Made Machinery, Sonander
Automatic Scales, Barnard & Leas
Machinery, B. S. Constant Co.**
and many other lines.

WRITE FOR PRICES

GRAIN ELEVATOR BUILDERS

STAR HAY-EATER

The pulverizer that grinds MORE ALFALFA with LESS power than any other mill ever built.

GUARANTEE one ton per hour with TWENTY-FIVE horse power.

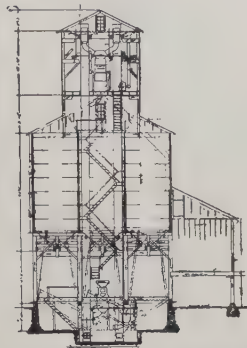
A few MODEL plants for advertising CHEAP on IMMEDIATE contracts.

COMPLETE EQUIPMENTS furnished and INSTALLED with WORKING PLANS FREE.

Write AT ONCE for particulars and prices. Address

Wm. W. Lockwood, M. E.
Winfield, Kansas

MODERN GRAIN ELEVATORS



We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

It is cheaper to make changes on paper than after the building is completed.

However, if your building does not suit you or it needs modernizing, we can show you how to do it best.

Write us for particulars.

RELiance CONSTRUCTION CO. 625 Board of Trade, Indianapolis, Ind.

ELEVATOR MACHINERY

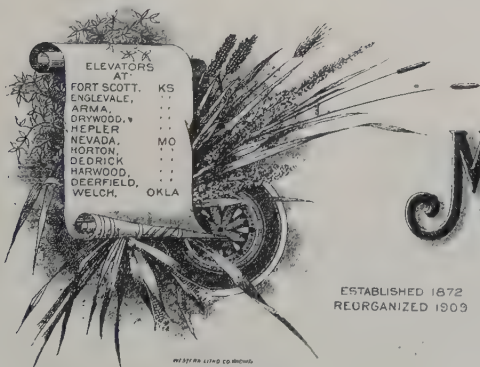
GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

THE GRAIN DEALERS JOURNAL SOLD IT!

J. H. MEAD



ESTABLISHED 1872
REORGANIZED 1909

All Quotations Subject to Changes in Market

J. D. MEAD

Mead Grain Co.

SUCCESSORS TO
DAVIS & CO
8 NATIONAL AVE

Ft. Scott, Kans. Dec. 29, '09

Grain Dealers Journal,
Chicago, Ill.

gentlemen:

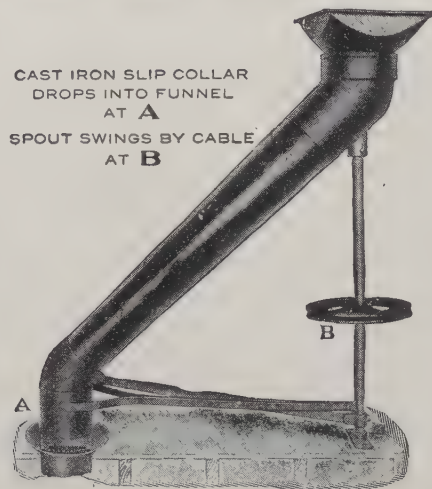
Please discontinue our ad for our grain meter scale. Your paper sold it for us. Please insert the following ad in seed wanted column. Good lots of timothy, red and alsyke clover wanted. Send sample and price to Mead Grain Co., Ft. Scott, Kans.

Yours truly

All kinds of machines, supplies, seeds, elevators, etc., are quickly sold thru the "Wanted" and "For Sale" department of the Grain Dealers Journal.
Cost is only 15 cents per line per insertion.

THE LINK-BELT SPOUT

PERFECTLY SIMPLE, AND SIMPLY PERFECT



**FULL LINE OF ELEVATOR MACHINERY
IN STOCK FOR PROMPT SHIPMENT**

Send for New Catalog

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINN.



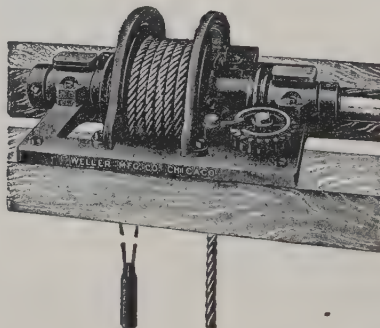
When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the **General Northwestern Agents** for the following well known high grade lines:

The Sonander Automatic Scales
"The Standard" Scales
The Foos Gas, Gasoline and Producer Gas Engines
Skinner Automatic Steam Engines
Bates Corliss Heavy Duty Engines
Frost Engines and Boilers
Smith-Vaile Steam and Power Pumps
Chain Belt Concrete Mixers
Clyde Hoisting Engines
Cookson Feed Water Heaters
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery
Blue Thread Brand Transmission Rope
Diamond Rubber Co.'s Line
Engineers' and Electrical Supplies
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis



Here's a POWER SHOVEL that's WELLER-Made

It's a heavily constructed Improved Power Shovel, with all vital parts made of tool or cast steel.

The clutch is located within the winding drum. And the winding drum is centrally located in the supporting frame, which obviates the necessity of right and left hand shovels. But there are many more good points.

Send for the WELLER 512 page catalog which describes this Shovel—and a complete line of elevating and conveying machinery for use in grain elevators and flour mills.

WELLER-Made

Power Transmitting Machinery

is being specified and used in many of the largest grain elevators of America. Send for full particulars.

WELLER MFG. CO.,

Chicago



WE MANUFACTURE

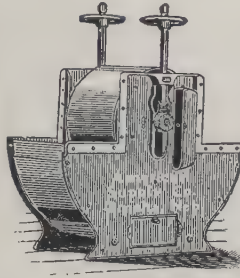
Success Safety Man-lift, Birchard's Standard Fireproof Elevator Boots, Birchard's Distributing Spouts, Cast Iron Turn Heads, Overhead Indicators, Dump Locks and Irons, Blue Annealed Steel Spouting, Flexible Grain Spout (Hastings Special).

We SELL Belting, Transmission Rope, Salem Steel Buckets, Wood and Iron Pulleys, Drop Hangers, Pillow Boxes, Set Collars, Shafting, and in fact everything that enters into the machinery construction of grain elevators.

Try Hastings Special Steel Grain Flexible Loading Spouts and Smoke Stacks. Your favors will be appreciated.

Hastings Foundry & Iron Works
Hastings, Nebraska.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial, no better made.

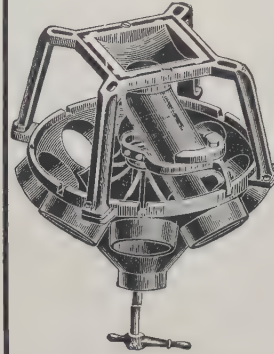
Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 - -	\$19.50
9x5 - -	15.00	12x6 or 7 - -	22.50
10x5 1-2 -	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

A Three-Fold Economy

More Work, Better Work, Less Expense



Your distributing facilities will show increased efficiency all along the line --if you install a

Hall Signaling Non-Mixing Grain Distributor

and are careful to get just the right style and size adapted to the work you have to do.

HALL DISTRIBUTOR CO.
222 Range Bldg. Omaha, Nebr.

THE BEST



is none too good, so goes an old saying.

Our New Era Manlift has many exclusive features and is the very best that can be made.

We also make Hand and Power Elevators, Dumbwaiters, etc. We can please you.

Write for descriptive matter and prices.

SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO

SCOOP-TRUCK

Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' "Please ship us another with as little delay as possible."

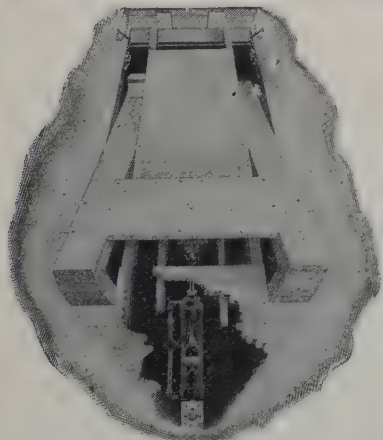
Price \$10.00
F. O. B. Factory

Detroit
Scoop-Truck Co.
2225 W. Jefferson Ave.,
Detroit, Mich.

Huron Milling Co.
Harbor Beach,
Mich.

NO JAR OR JOLT

When You Have a
Reliance Automatic Dump Controller



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Co. of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thoro test and find them to be all you represent and a perfect dump controller."

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

IT IS TO YOUR INTEREST TO LET
US QUOTE YOU PRICES ON

ELEVATOR MACHINERY

AND

SUPPLIES

OF EVERY DESCRIPTION

LARGE STOCK
PROMPT SERVICE

Grain Dealers Supply Co.

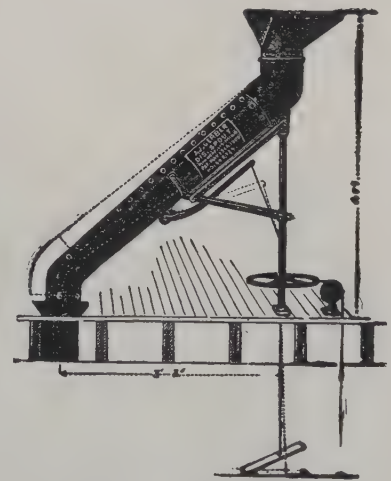
305 So. 3rd Street

Minneapolis, Minn.

GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



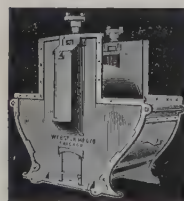
I make a Specialty of Elevator and Mill Spouting Write for Particulars

J. J. GERBER,

MINNEAPOLIS,
MINN.

Elevator Supplies

We manufacture a complete line of grain-handling machinery including



SPOUTS,
BOOTS,
Clutches,
Buckets,
Pulleys,
Belting, Etc.

We carry a stock on hand and can make prompt delivery. Consult us when planning improvements.
Write for catalog.

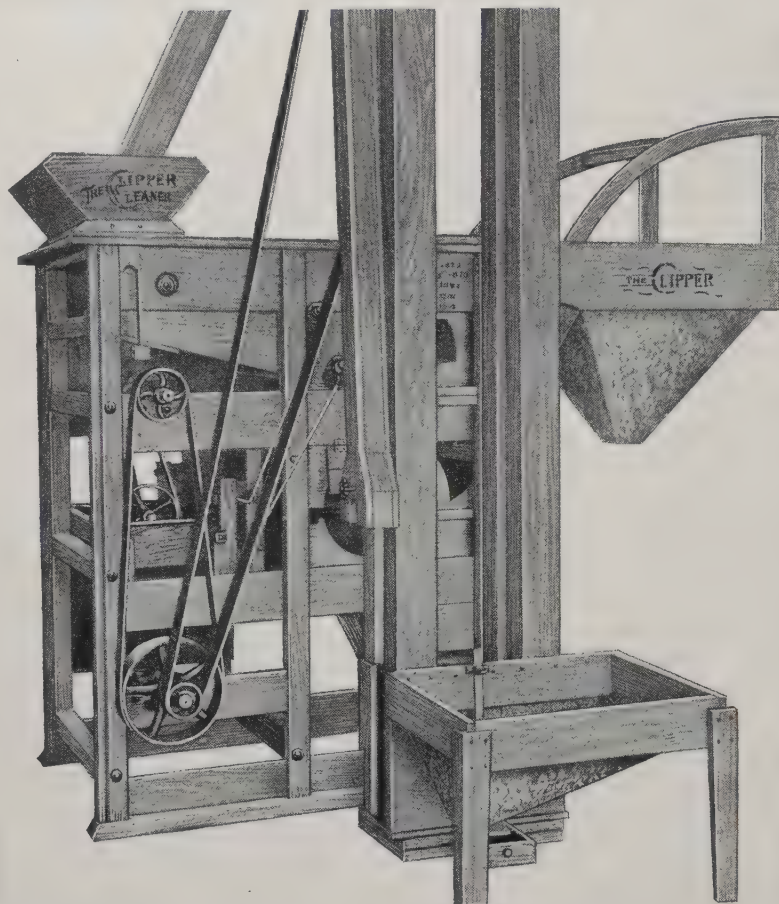
K. C. Mfg. & Supply Co.
Kansas City, Mo.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business.
Advertise in the

Grain Dealers Journal

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.



No. 116 Clipper Cleaner

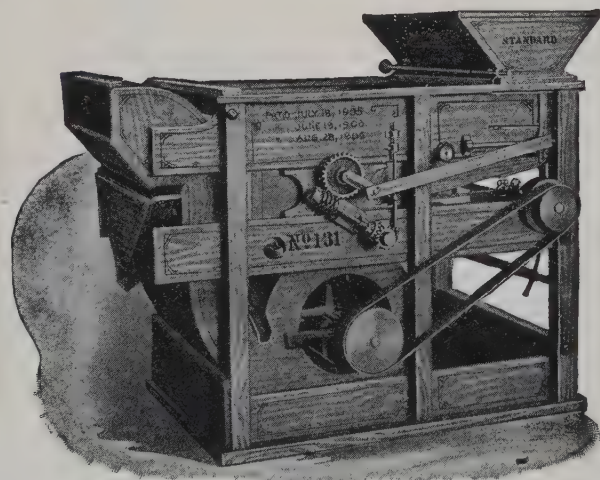
This machine has Traveling Brushes on the screens, special Air Controller, Settling Chamber and Dust Sack for taking care of the dust and light screenings, two stands of Pony elevators, sink hopper and bagger. The cleaner and elevators are driven from a counter shaft on the lower frame of the cleaner. All belting and pulleys furnished complete as shown in cut.

The seed is dumped into the sink hopper connected to elevator boot and carried up to the feed hopper of the cleaner. The cleaned seed discharges from side of cleaner into the opposite elevator boot and is elevated and sacked. This is all done on one floor.

This is a complete cleaning and elevating outfit and is giving universal satisfaction. This machine has no equal for clover, timothy and all fine seeds. Write for circular giving cuts and full description.

A. T. FERRELL & CO.
SAGINAW, MICHIGAN

Field Seed Buyers Demand Improvements



All who study the seed market conditions are aware that there is a constant and insistent demand for pure seeds free from dirt and foreign matter.

Wise handlers of seeds are improving their opportunities by equipping their plants with the best seed cleaning devices.

THE STANDARD SEED AND GRAIN CLEANER

is the ideal machine for this purpose.

It has many exclusive patented features.

It requires but little power, is easily operated and we guarantee it to clean effectively.

Write us for further particulars. We will gladly give you the benefit of our experience and show what we have done for others.

INTERNATIONAL MFG. CO. Crestline, Ohio

RUBBER BELTING

The Gutta Percha and Rubber Mfg. Co.

Catalog

CHICAGO

Samples

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

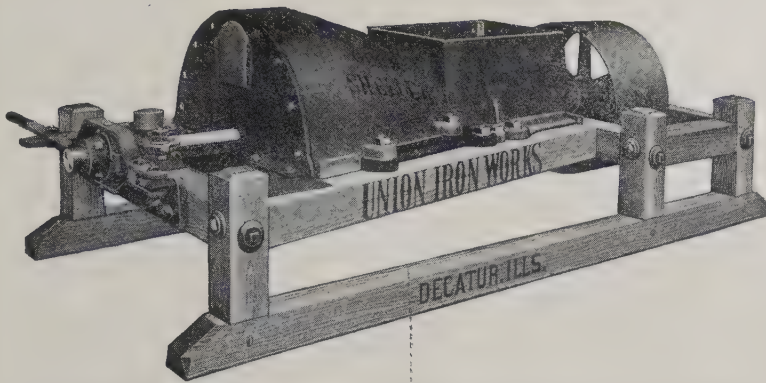
Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

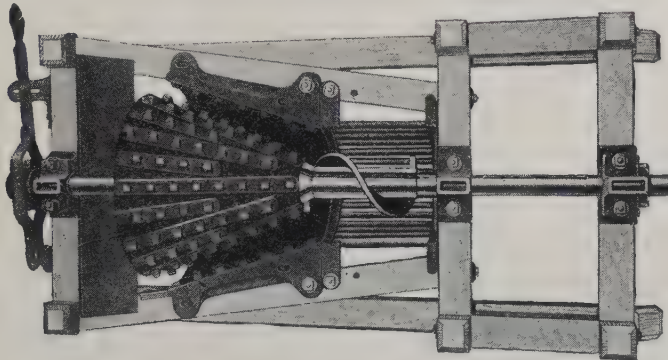
Grain Dealers Journal

255 La Salle St.

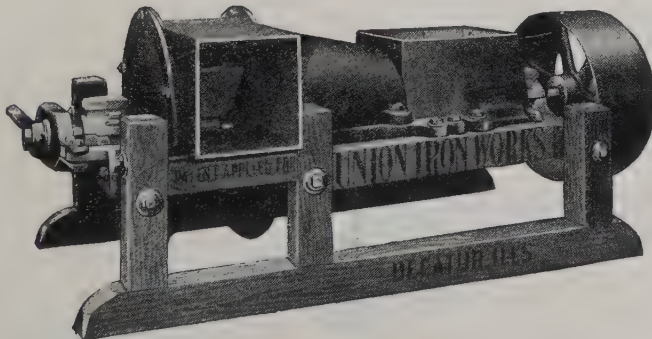
Chicago, Ill.



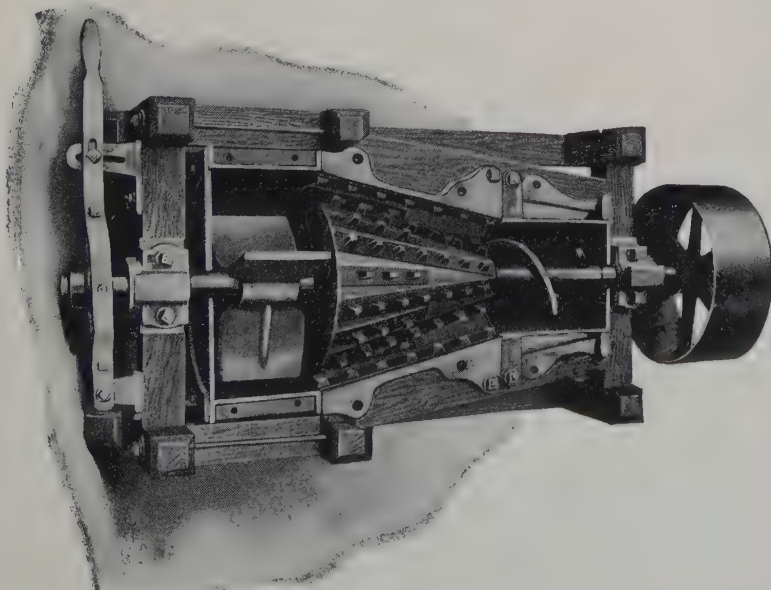
"Western" Regular Separate Warehouse Sheller. Built in seven sizes; capacities, 125 to 2,000 bushels per hour.



Interior View.



"Western" Pitless Warehouse Sheller. Built in four sizes; capacities, 250 to 1,500 bushels per hour.



Interior View.

Here is a Real Improvement

"Western" Separate Warehouse Shellers are now fitted with solid, full-turn conveyor feeds. The old-style "beater" or lug feeder has been entirely done away with. This feeder is of grey iron, cast in one piece, and securely held to the shaft by a heavy drive key.

Some of the Advantages

It does not throw the corn up out of the hopper, which was an objectionable feature always encountered with the old style "beater" feeder.

The capacity is increased, and the feed is uniform and positive.

This feeder does not break up the cobs.

It lessens repair bills, as it is practically indestructible.

"Western" Shellers and Cleaners fill every demand, and do perfect work.

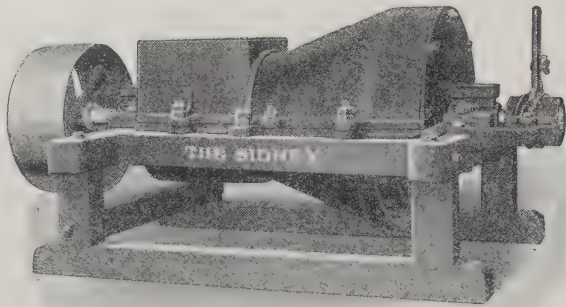
The standard for nearly forty years.

Write for catalog and prices.

**UNION
IRON WORKS**
DECATUR, ILL.

Complete stock carried at
1221-1223 Union Avenue, Kansas City, Mo.

THE SIDNEY LINE



The SIDNEY Regular Corn Sheller

The Most Complete Line of Shellers Made

MERITORIOUS

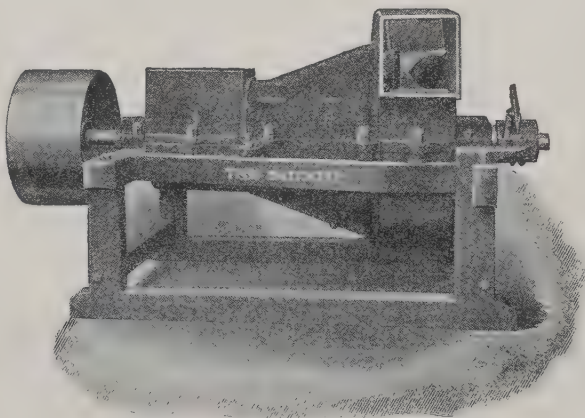
A user of one of our small Shellers:

Uniondale, Ind., Jan. 7th, 1910.

We have yours under date of the 5th, and in reply will say that our Corn Sheller has given the very best satisfaction and is able to shell any amount of corn we get to it, as we have shelled as high as 800 bushels of green corn in one hour.

Yours truly,

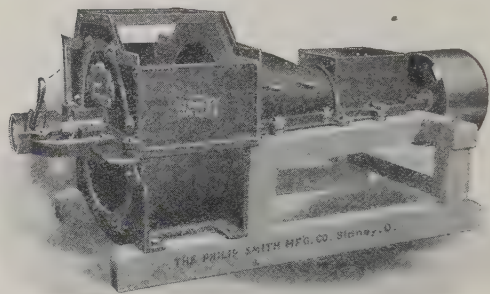
L. O. CUPP & SON.



The SIDNEY Sheller and Fan Discharge

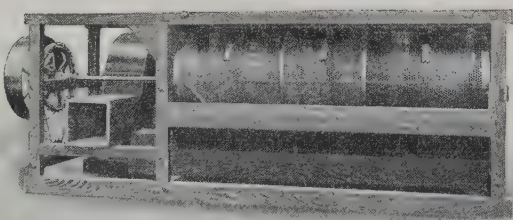
Patented Dec. 1, 1908.

The most highly recommended Sheller discharging in this manner. No hopping. Boot sets on level with Sheller.



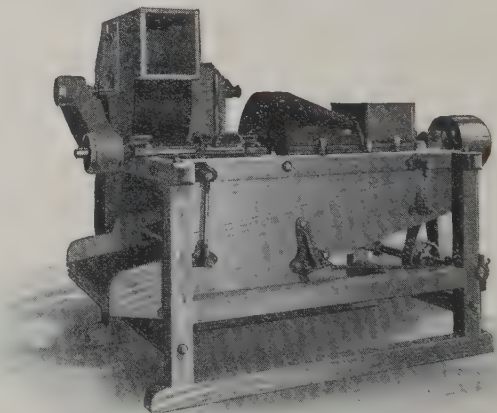
The SIDNEY Sheller and Boot Combined

The greatest improvement in Corn Shellers in years. No hopping from Sheller. No boot. Sheller discharges direct into boot. Made in various sizes.



The SIDNEY Revolving Screen Corn Cleaner

For Cleaning Corn From Sheller.



The SIDNEY Combined Sheller and Cleaner

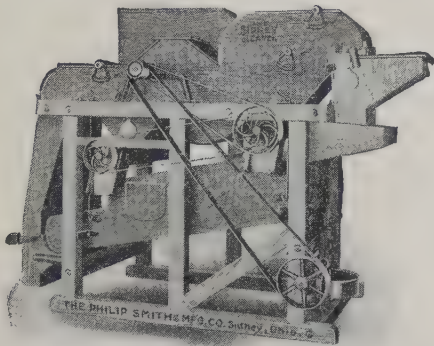
The life of a structure depends entirely upon its foundation. The foundation of a substantial elevator business is the mechanical equipment, and it is safe to say that there are more substantial elevators depending on "THE SIDNEY LINE" of machinery than all other makes of machinery combined. There is nothing strange about this, because the elevator man who doesn't start with "THE SIDNEY LINE" of machinery gets to it later. The most complete line of grain handling machinery manufactured by any one manufacturer in the world.

THE PHILIP SMITH MFG. CO. THE BARNARD MACHINERY CO.

Manufacturers
SIDNEY, OHIO

Western Agents and Distributors
ENTERPRISE, KANS.

THE SIDNEY LINE

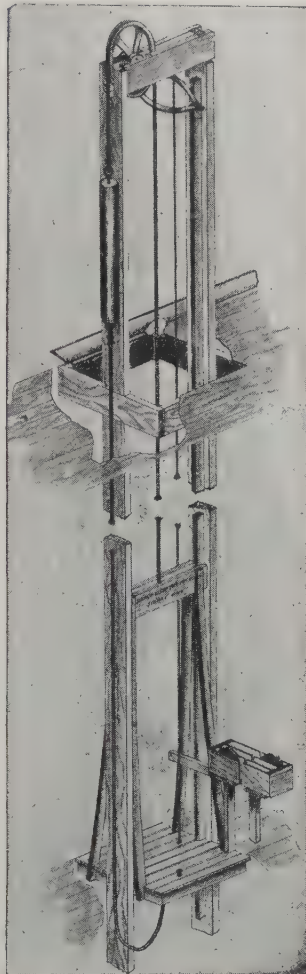


The SIDNEY Oscillating Corn and Grain Cleaner

Green Ridge, Mo., Feb. 2, 1910.

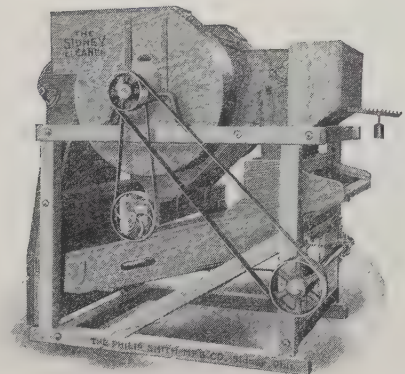
Replying to your favor of some time ago as to the satisfaction given by the Fan Discharge Corn Sheller purchased from you, allow us to say that same is in hard service every day, and has given us entire satisfaction. The Cleaner shipped us at the same time is also a good machine, and doing excellent service. We have handled a large corn crop this year, and can shell corn as fast as we can weigh and dump it.

Yours truly, RAYBURN & CRISMAN.



The Smith Safety Manlift

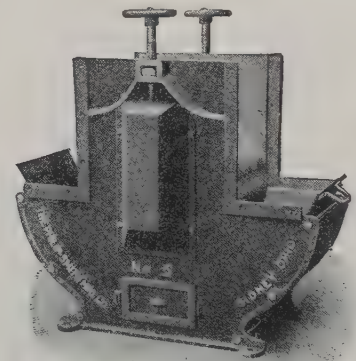
We manufacture every article to equip any kind of an Elevator in the most up-to-date manner.



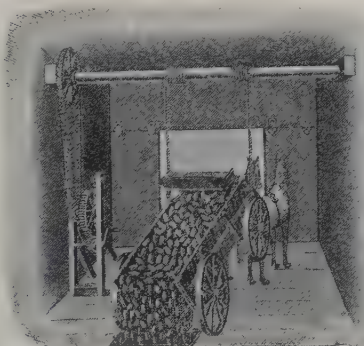
The SIDNEY Warehouse and Elevator Separator

This machine is made with single or double shoe, any size or capacity.

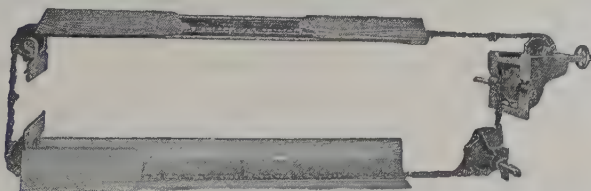
No Elevator complete without the Smith Safety Manlift. We have thousands of letters of praise on our lift, saying they would not do without same for three or four times its cost.



Cast Iron and Wood Elevator Boots

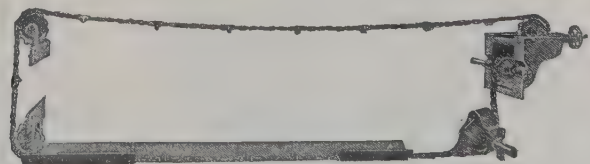


Overhead Wagon Dumps



Style "A" Chain Drag Feeder

With bottom box, cast iron lining and wood return box with wrought iron track.



Style "B" Chain Drag Feeder

Same as Style "A" only no woodwork.

Specify THE SIDNEY LINE in your Equipment. Our Guarantee stands back of every article we manufacture.

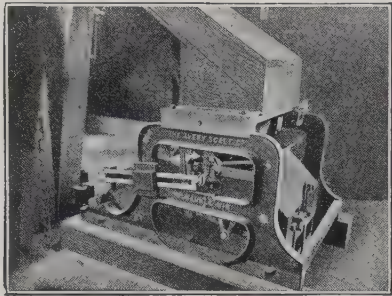
A COMPLETE STOCK AT ENTERPRISE, KANS.

THE PHILIP SMITH MFG. CO. THE BARNARD MACHINERY CO.

Manufacturers
SIDNEY, OHIO

Western Agents and Distributors
ENTERPRISE, KANS.

FIRST



IT
SPEAKS
FOR
ITSELF

NEW COMPENSATOR

For particulars and other reasons why the
AVERY SHOULD BE YOUR SCALE
WRITE TODAY

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

BRANCHES:

New York
Chicago
Philadelphia
Montreal, Can.

Boston, Mass.
Portland, Ore.
Sioux City, Ia.
Winnipeg, Can.

Indianapolis, Ind.
Kansas City, Mo.
Minneapolis, Minn.
San Francisco, Cal.

The Always Active AUTOMATIC SCALE

Do your scales ever get "out of whack?"
Isn't it a nuisance when they do?

These conditions never occur when you have a

Davis Automatic Twin Scale

because it has no wood, springs or pulleys.
It is made of the best material and will last
a life time.

Read what one user says:

American Grain Scale Co.

Gentlemen: Every time I use your Davis Automatic No. 2 Scales. I like them better. They never give me any trouble. They always weigh accurately. They weigh with absolute regularity. There is nothing to get out of repair about them.

I consider the money paid for them well spent. No elevator should be without them.

With best wishes, I am,

Yours very respectfully

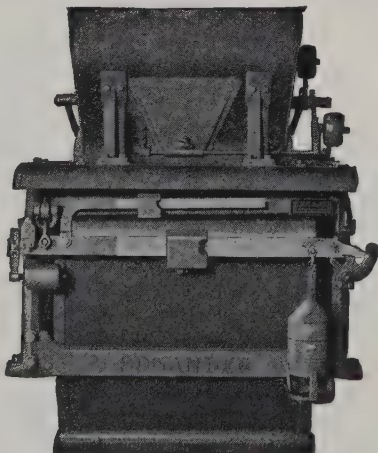
D. S. SCHUBER, Ferguson, Okla.

We have other testimonials.

Write for further particulars.

AMERICAN GRAIN SCALE CO.
BLACKWELL, OKLA.

An AUTOMATIC SCALE Not An AUTOMATIC PUZZLE



SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to you.

The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

"Sonander Baggers are wonders" so users say.

THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO.

Agents at all Grain Centers



We have 20 Scale warehouses to
save you time, freight and trouble.

Send for Catalog No. 550 SK

FAIRBANKS, MORSE & CO.

Chicago, Ill.
Cincinnati, Ohio
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St. Paul, Minn.
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Spokane, Wash.
Indianapolis, Ind.

Denver, Colo.
Los Angeles, Cal.
San Francisco, Cal.
Bakersfield, Cal.
Santa Maria, Cal.
Portland, Oregon
Seattle, Wash.

GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price \$1.00.
THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

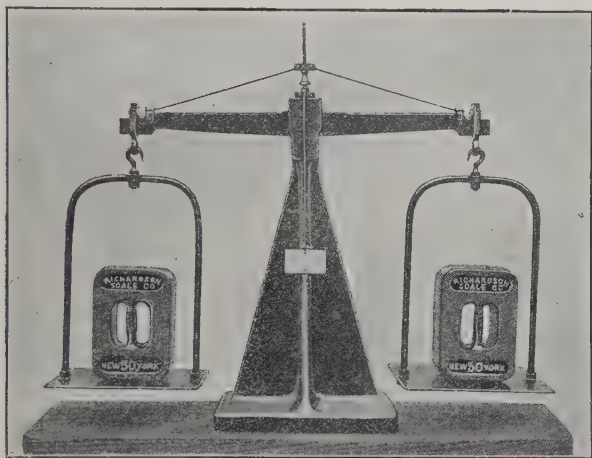
THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.

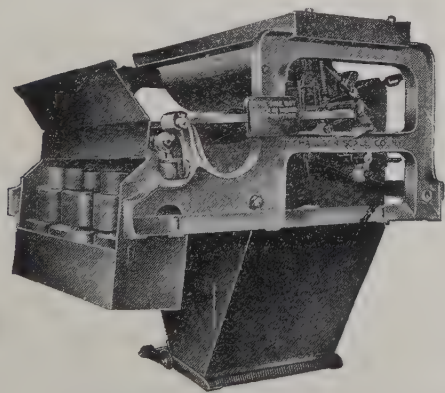
PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.

For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

WHEN you are making improvements you should install the **New Richardson Exact Weight Scale.** There is a reason for this. It is because weights equal to the exact quantity of grain to be weighed are placed in the weight box—50, 100 or 200 lbs of grain are balanced by 50, 100 or 200 lbs. of standard weights.



The cut illustrates the principle of the equal armed beam as used on the Richardson Automatic Scale.



This cut of a Richardson Automatic Scale shows the weight box filled with weights which balances the grain.

with 240 lbs. of weights and 240 lbs. of wheat is so sensitive that it will turn with a nickel.

60 lb. wheat and 20 lb. oats are weighed with equal accuracy.

These weights are tested with U. S. Government certified test-weights and are **absolutely exact.**

The even arm beam **balances exactly** with every load and the weighings are therefore perfectly correct.

With a ten-to-one multiple lever scale, the lever may be level, but the weighing may still not be accurate.

There are only six pivots in this even armed type against twelve in others.

These pivots are made of a combination of hardened steel and iron, thus combining wearing properties with toughness, and in actual trials have lasted for nearly twenty years without repairs.

The cast-steel beam of a 1,000-bushel hourly RICHARDSON SCALE loaded

If you want quality specify the Richardson Scale for shipping, receiving and bagging of grain.

RICHARDSON SCALE COMPANY

122 Monroe Street
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6 Park Row, NEW YORK, N. Y.

413 Third Street, South
Minneapolis, Minn.

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The Gutta Percha & Rubber Mfg. Co.
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Radial Car-Puller Sheaves

Better order one to-day and switch your cars easily at your own convenience.

Guaranteed to do the work up to their capacity. Tested by five years hard usage. Write for testimonials.

Write for circular and prices.

Capacity 3 to 25 Car Loads

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Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

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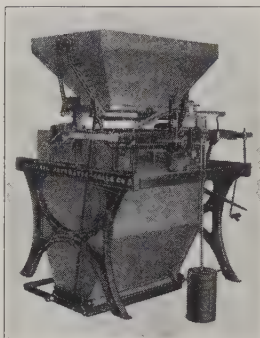
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If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00
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We don't need additions to perfect our "NATIONAL." Any changes we make merely make it more a marvel of simplicity than it was before. That is why we lead in satisfied users. 60 days free trial. Our prices will surprise you. Write today.

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BLOOMINGTON, ILLINOIS

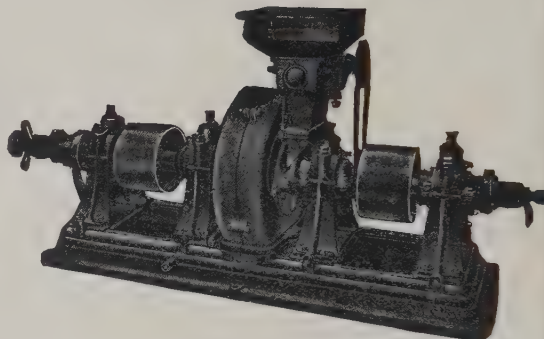
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

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**ELEVATOR EQUIPMENT**

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

WILLFORD**Light Running Three-Roller Mills**

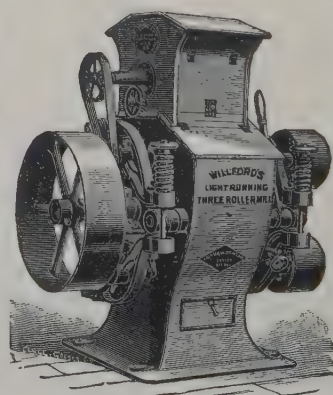
**ARE THE BEST
FEED MILLS FOR ELEVATORS**

because they take the least power,
are strong, simple and durable.

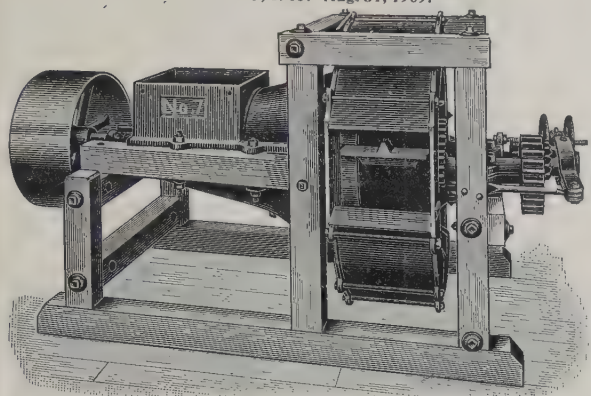
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WILLFORD MANUFACTURING CO.

303 So. 3rd Street Minneapolis, Minn.



Pat. Oct. 17, 1905. Aug. 31, 1909.



The Cup Discharge U. S. Corn Sheller

is an improvement, the 1910 Model. Always an Over discharge, sets on same level of the Boot. Corn escapes thru the lower shell to the Drum as soon as shelled.

NO SUPERFLUOUS CRACKED CORN

No delays when repairs are needed. No cemented pit or steel tank expenses when you use our make of corn shellers. The CONSTANT BALL BEARING MAN-LIFT is another improvement for this season.

WRITE FOR OUR CATALOG.

B. S. CONSTANT CO., Bloomington, Ill.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

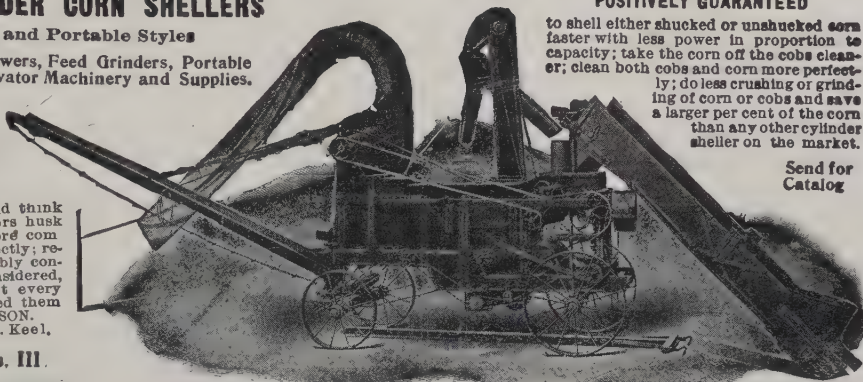
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.

By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.



POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog

"WE SOLD THE CLEANER"

MEMBERS TEXAS GRAIN DEALERS ASSOCIATION
ROBINSON'S CODE

Early Grain & Elevator Co.

SUCCESSORS TO

Early Grain & Hay Co.

ALLEN EARLY, Mgr.

AMARILLO, TEXAS

12/17/09.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:

Please discontinue our ad with you. We sold the cleaner on the 1st insertion of the ad.

Yours truly,

EARLY GRAIN & ELEV. CO.

To sell "used" elevator machinery of any kind, there is no better way than a "Wanted" or "For Sale" advertisement in the GRAIN DEALERS JOURNAL, Chicago, Ill. Cost is only 15 cents per type line per insertion.

SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

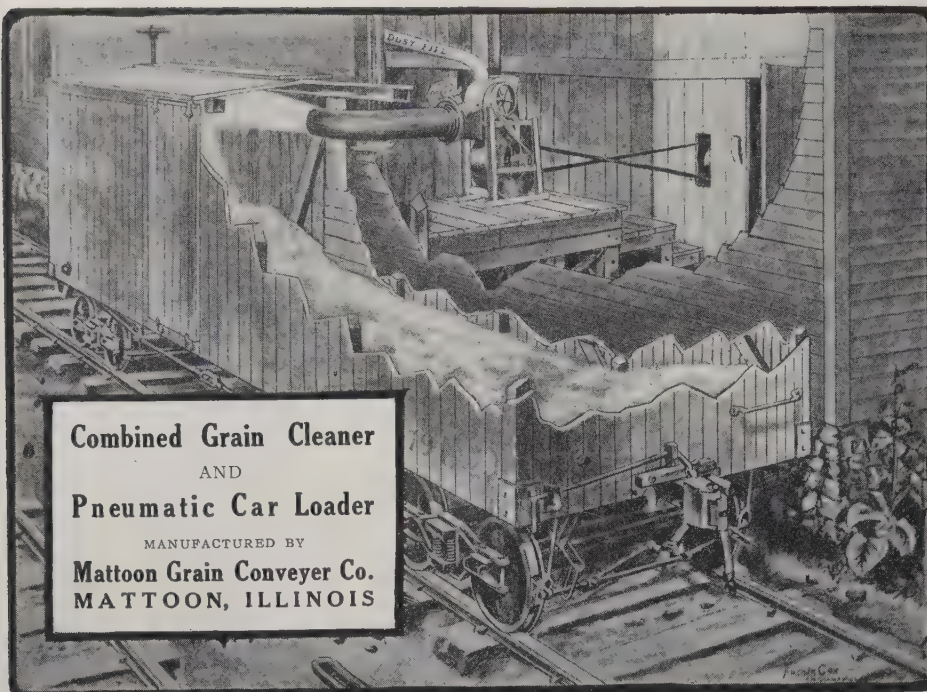
GRAIN DEALERS COMPANY

255 LaSalle St., CHICAGO, ILL. ☐

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



**Combined Grain Cleaner
AND
Pneumatic Car Loader**
MANUFACTURED BY
**Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS**

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine that Will
Clean and Load at the Same Time

The ONLY Car Loader that will
Not Damage the Grain

*For Descriptive Circular
and Prices, Address*

**Mattoon
Grain Conveyor Co.**
MATTOON, ILL.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

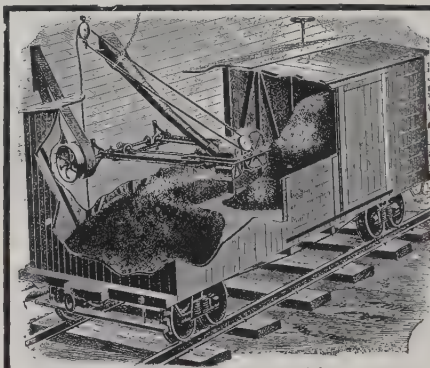
In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.



LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door. Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together, the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.

Write us for full particulars.

E. BAUDER, - Sterling, Ill.

FOR SALE



For particulars see "Elevators" For Sale columns of this Journal.

The "BOSS" Handles Corn or Oats

June 26, 1902, we shipped a Boss car loader to Geo. W. Smith, Waynesville, Illinois. A short time ago we sent a repair list to Darnall & Spence, his successors, and under date of April 20 their manager replies as follows:



"Yours at hand and will say that the loader put in by you for Geo. W. Smith is still working as good as ever and giving no trouble at all. I was here when the loader was put in and have been here ever since."

Waynesville is in the corn belt and the principal crops in that vicinity are corn and oats. If you have to get in the cars and scoop back dusty oats or if you have a loader which is cracking corn, or if you have one which requires repairs nearly every time you use it, our loaders will relieve you of your troubles. When writing us for information please state how many bushels per minute you wish to load. All sizes carried in stock.

MAROA MANUFACTURING CO., DEPT. 3. MAROA, ILL.

ELEVATOR BELTING

The Gutta Percha and Rubber Mfg. Co.

Catalog

CHICAGO

Samples

The host of users of our Special Grain Shovel Rope

and all other owners of Car
Pullers would do well to use
our Marine-Covered

CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 105 N. Canal Street

KENNEDY CAR LINERS

INSURE YOU

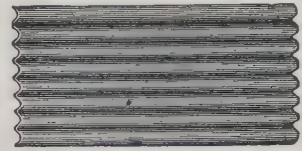
against losses and worries oc-
casioned by leakage in transit.

COST NOMINAL

Made by

FRED W. KENNEDY
SHELBYVILLE, IND.

We are Large Manufacturers of Steel Roofing, Corrugated Iron, etc.



We furnish this material in large quantities for
grain elevators all over the country. We also
take contracts for doing this work complete.

Sykes Steel Roofing Co.,
CHICAGO, ILL.

BINDER TWINE

Don't wait any longer.

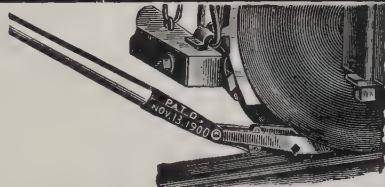
Write now for right prices. Special
proposition to Elevators.

We manufacture all grades; Sisal,
Standard and Manila Twines.

Get our price on Transmission
Rope.

PEORIA CORDAGE CO.
PEORIA, ILL.

NOT IN ANY TRUST



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-
Mover on the market, and supersedes all others
wherever introduced. Try an "ATLAS." It
will pay for itself in a few hours' use.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace
Feeders, Steel Plate
Exhaust Fans, Ex-
haust and Blow
Piping.

Complete systems
designed, manufac-
tured, installed and
guaranteed. Old
systems remodeled
on modern lines on
most economical
plans. Supplemen-
tary systems added
where present sys-
tems are outgrown.
Defective systems
corrected and put in
proper working
order.

High and Low
Speed Systems.

541-553
West Jackson Boul.
CHICAGO, ILL.



(Patented)

There Are Excellent Openings For FLOUR and FEED MILLS and GRAIN ELEVATORS

In The New Towns Along The New MISSOURI, OKLAHOMA & GULF RAILWAY In The New State of Oklahoma

The wheat crop of 1908 brought \$62,342,000 to the Oklahoma farmer
and the estimate on last year's crop is \$13,000,000 better. Good land in
the New State will raise from 25 to 40 bushels to the acre.

Oklahoma last year raised close to 300,000,000 bushels of high grade
corn and the average land will produce 50 bushels to the acre. The biggest
crops are raised in the fertile valleys and bottom lands in the Eastern half
of the State. The cotton crop last year was worth \$55,000,000.

The New M. O. & G. railroad, now in operation between Wagoner,
Okla., and Denison, Texas, passes through the best part of the corn, cotton
and wheat belts.

Farmers from the older thickly settled states are flocking to these
prolific low priced lands, and there are great opportunities for flour and feed
mills, grist mills and corn and wheat elevators in the new towns along the
road.

The Gulf Route crosses the five great valleys of Eastern Oklahoma
and opens a wonderfully rich territory. It furnishes a short haul to the Gulf
and connects with the great trunk lines of the continent at its Northern and
Southern terminals. A sure outlet for shipping is offered.

Eastern Oklahoma contains more coal deposits than any other terri-
tory of equal area in the world. It is not more than a five hour haul from
the mines to any industrial point along the line. Oil and gas may be had in
unlimited quantities at a low figure. The item of fuel is a small factor here.

If you are looking for a chance to get in on the ground floor, let me
tell you about the new towns along the Gulf Route, and of their remarkable
growth.

I have prepared an interesting booklet on the
resources of this new state. It is yours for the ask-
ing. Write for it now.

Industrial Commissioner

615 Bryant Building, Kansas City, Mo.

M. O. & G. Ry.



The Short Line to the Gulf

"The per cent of loss saved by the
'1905' over the old 'Cyclone' is from
71½% to 80%. These losses are due to
dust collector friction and take into
consideration nothing but the Col-
lector."—The Mechanical Engineer-
ing Dept., University of Michigan



THE "New Cyclone 1905"

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

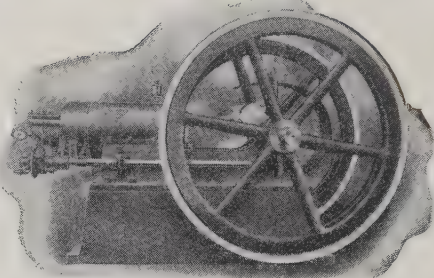
WITTE GAS AND GASOLINE ENGINES

All sizes; any grade fuel.
The Elevator and Grain trade our specialty.
The Witte represents the highest perfection in accuracy and mechanical workmanship.
All valves vertical and self-seating.
Bensonized Bronze Bearings.
Automatic wipe oilers.
Noiseless safety Auto Mufflers.

FIVE YEAR BOND GUARANTEE

Prompt Deliveries Complete Equipments.
Get Elevator Catalog X

WITTE IRON WORKS CO. 526 W. 5th St., KANSAS CITY, MO.

**FOOS Gas Engines**

are economical

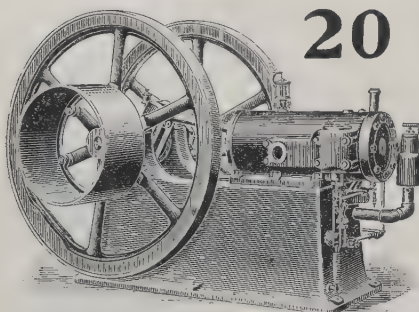
For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.
Springfield, O.

**20 Years' Trial**

For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service. In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

J. Thompson & Son Mfg. Co., Beloit, Wis.

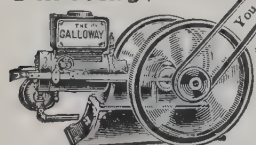
\$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers and catalog house profit. I'll save you from \$50 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.-P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

GALLOWAY

Price and quality speak for themselves and you are to be the sole judge.

Sell your poorest horse and buy a 5-H.-P. only \$119.50



Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor, and one small profit. Send for my big **BOOK FREE.**

Wm. Galloway, Pres.
Wm. Galloway Co.
1315 Galloway Station
Waterloo, Iowa

The Value

of an "ad" is not measured by what it costs but by what it pays the advertiser.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

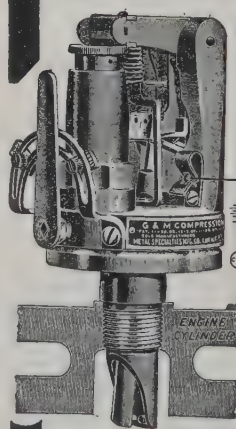
Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana

**FEED MILLS****G. & M. Compression Igniter**

Special Price Next 30 Days

A Revelation in Gas Engine Ignition

This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We Can Save You Money

by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

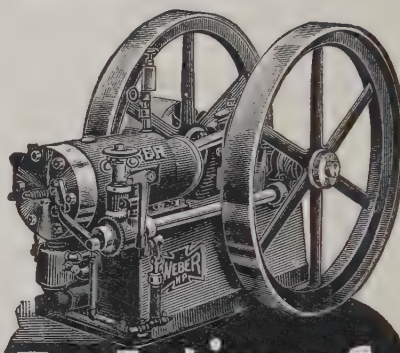
Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

LIVE AGENTS WANTED

For particulars write sole manufacturers

METAL SPECIALTIES MFG. CO.

427-441 W. Randolph St., Chicago, Ill.

**The Engine of Reliable Records**

Getting the most engine for your money does not mean buying the cheapest—it is a matter of securing an engine that will give reliable results year in, year out—the speed must be steady and uniform—absolute interchangeability of parts assured—actual power must equal rating. Every requirement of the miller who wants a simple, reliable, powerful engine is met by the

Weber**Gas or Gasoline Engine**

Some of its special features are—underground gasoline reservoir for main gasoline supply—gasoline pump, pumping supply to engine; surplus returning to reservoir—electric igniter—heavy and rigid construction (see cut)—a perfect control governor by which the operator can change speed instantly—all parts easy of access and guaranteed interchangeable.

Sold Under Our Absolute Guarantee

We make a specialty of heavy duty, distillate or producer gas engines, 50 to 400 h. p., especially adapted to generating power for millers—operates at very low cost—cost of power for milling one barrel of flour 2 1-2c—fewer working parts than any other—design and workmanship of highest order

Write today for our new handsomely illustrated catalog fully describing the Weber Engine.

Sheffield Gas Power Co.
134 Winchester Place Kansas City, Mo.

**Let it
Furnish Power
for You**

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

THE CHARTER TALKS

No. 1.

With gas or gasoline engines as well as with everything else it is quality and serviceability that talks.

We have been building gasoline engines for a quarter of a century and during all this time we have constantly striven for

SIMPLICITY

The CHARTER ENGINE has the fewest possible number of parts consistent with practical engine building methods.

It is so simple and compact that is impossible to get out of order.

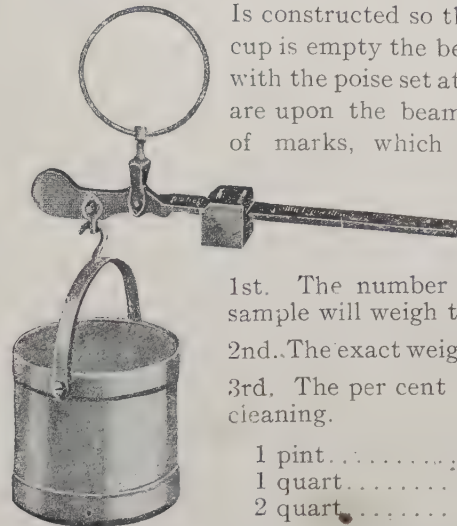
Tell us your power requirements and we will give you a careful estimate showing you how best to fulfill them.

The Charter is an Ideal Power for Elevators

Write Us for Particulars

Charter Gas Engine Co. Box 509, Sterling, Ill.

The "IDEAL" GRAIN TESTER



Is constructed so that when the cup is empty the beam balances with the poise set at zero. There are upon the beam three rows of marks, which indicate respectively.

- 1st. The number of pounds a sample will weigh to the bushel.
- 2nd. The exact weight of sample.
- 3rd. The per cent of loss after cleaning.

1 pint.....	List, \$13.00
1 quart.....	" 14.00
2 quart.....	" 15.00

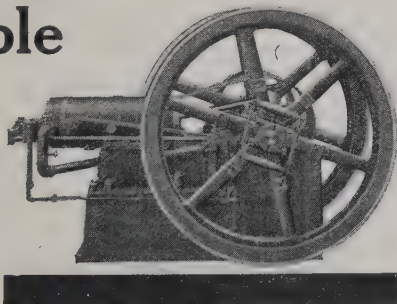
The Price Is Right.

Write for discount.

H. L. ANSTED CO.

212 Walnut Street CINCINNATI, O.

Dependable Power Always On Tap



Elevator and mill men who own I. H. C. gasoline engines have good, steady, economical power ready wherever they are. Close a switch, open the first valve, give the fly wheel a turn and away she goes—and keeps going till you cut the fuel off. But ever-readiness and simplicity are not the only advantages of I. H. C. engines. They cost less while running and run for more years than others. Choose one of the

I H C Gasoline Engines

if you want the best and most economical engine service. You can't make a mistake. There is an I. H. C. exactly suited to your needs. 1 to 25 horse power, vertical or horizontal, stationary or portable, mounted on skids or trucks. Tractor Engines in suitable sizes. See the local International agent about the size and style you are most interested in or write us for catalogue.

**International Harvester Company
of America**

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial. Our **Weights** in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

THE TALK OF THE TRADE

The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

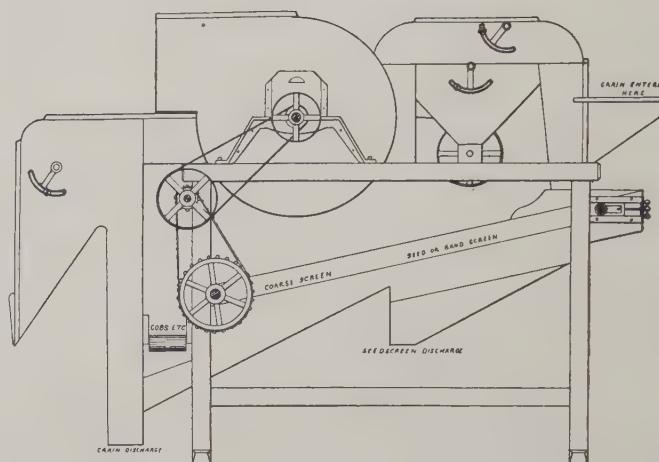
Some of its advantages over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

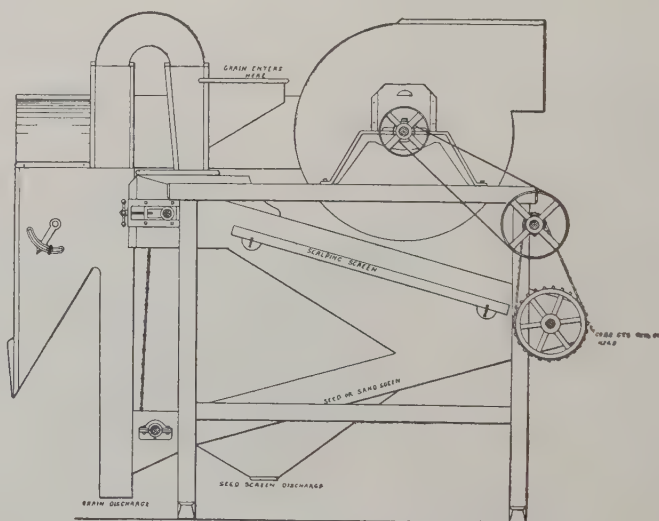
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Manufactured exclusively by

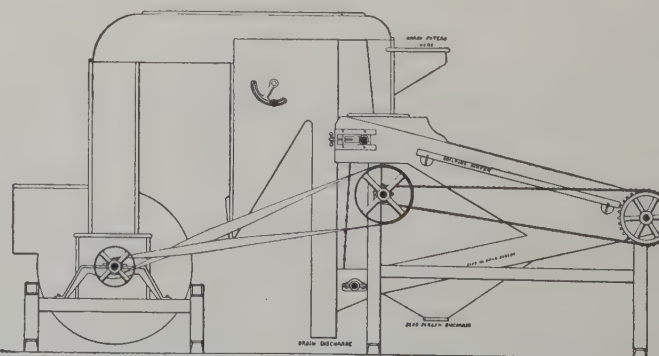
The Beall Improvements Co.
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

15 H. P. ENGINE AND OTTAWA D. sheller in good working order. Cheap. Steven de Vries, Panola, Ill.

1 NO. 9 BOWSHER FEED MILL for sale. Guaranteed to be in first class condition, \$75.00. Address J. M. Johnston, Kelley, Iowa.

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MACHINES not in use can quickly be sold in an advertisement in the "Machines For Sale" column of the Grain Dealers' Journal, Chicago, Ill.

ONE NO. 2 BOWSHER FEED MILL—Nearly new. One set controllable dump irons, cheap. A. D. Stanford, Bardolph, Ill.

LARGE LINE OF VARIOUS MACHINERY for mill and elevator equipment; special low prices for quick sales. Write for particulars to American Hominy Company, Indianapolis, Ind.

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24 INCH MONARCH ATTRITION MILL with drive and belt complete for sale. In good running condition. Will sell at a bargain. Address C. E. D., Box 7, Grain Dealers Journal, Chicago.

CARPULLER—One 10 carload capacity carpuller, jaw clutch, self containing drum, used very little. One Clarks single automatic power shovel, good as new. Ottawa Elevator Co., Ottawa, Minn.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—MACHINES for an up-to-date mill; all Barnard. Five double 9x18 roller mills; one plansifter; two reels; one purifier and dust collector; one bran duster; one feeder; one meal sifter; one milling separator; one scourer and dust collector and two flour packers. Flow sheet and spouting plans. The Barnard Machinery Co., Enterprise, Kansas.

SECOND HAND FOR SALE. — Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

MACHINES WANTED.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

STEAM ENGINES—BOILERS.

20 H. P. STEAM ENGINE, 60 h. p. boiler for sale. Will sell separately or together. J. T. Kenny & Co., St. Paul, Minn.

SECOND HAND 60 H. P. BOILER and engine for sale. Address Otto, Box 9, Grain Dealers Journal, Chicago, Ill.

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ENGINE AND BOILER for sale. Good ones, big ones, practically new. Will sell together or separately. Write Denison Mill & Grain Co., Denison, Texas.

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The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

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BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

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BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

HEATERS: All sizes, open and closed. PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated LEADER INJECTORS and JET PUMPS. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

MOTORS FOR SALE.

MOTORS FOR SALE—

2-5 K. W. W. Electric D. C. 800 R. P. M.
2-9 K. W. W. Electric D. C. 900 R. P. M.
2-17 K. W. W. Electric D. C. 700 R. P. M.
1-20 K. W. W. Electric D. C. 550 R. P. M.
500 A. C. or D. C. Electric Fans. These machines are all in first class condition. Guaranteed. We do electrical repairing of all kinds. Write us your wants and get prices. Electrical Supply & Salvage Co., 529 W. Van Buren St., Chicago, Ill.

BUILDING MATERIAL.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

GASOLINE ENGINES.

9 H. P. OTTO GAS ENGINE with tank and Dayton igniter for sale. First class condition. J. W. Spence, Racine, Wis.

GASOLINE ENGINES FOR SALE—One 35, 50, 75 h. p. Fine condition; bargain. Address A. J. S., Box 9, Grain Dealers Journal, Chicago, Ill.

SECOND HAND GAS AND gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

18 H. P. LEWIS GASOLINE ENGINE in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

A NEW ERIE DAYTON GAS ENGINE for sale. 80 h.p., almost as good as new. Cheap. Guaranteed to be in good condition. Address Quinby Climer, Chillicothe, Ohio.

50 H.P. OTTO GAS PRODUCER power complete, suitable for mill or electric light plant, for sale at a sacrifice. Almost new. Address Crab-Orchard Lumber Co., Crab Orchard, Nebr.

ONE 32 H. P. FAIRBANKS-MORSE gasoline engine. A1 condition. Can be seen running at our plant every day. Price for quick sale, \$500. Dazey-Moore Grain Co., Ft. Worth, Texas.

ONE 35 H. P. OLDS GASOLINE engine for sale at a bargain. New type, nearly new. One 18 h. p. Olds gasoline engine rebuilt last fall. These engines are in perfect condition and running every day. We are installing electric motors and will have no use for the engines. Leslie Elevator Co., Leslie, Mich.

ENGINES FOR SALE.

3 H. P. Backus gas engine.
3 H. P. McMullin Gasoline engine.
15 H. P. Nash gas engine.
16 H. P. Otto gas engine.
50 H. P. Miller gas engine.
50 H. P. Olds gasoline engine.
All the above are in fine condition and were taken in trade by us for electric motors. Gregory Electric Co., 16th & Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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2 H. P. Foos Jr., good condition....\$ 65.00
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8 H. P. White & Middleton, good as new 200.00
10 H. P. Nichols & Shepard traction engine, perfect condition..... 200.00
12 H. P. Otto gas, good condition.. 200.00
16 H. P. Vertical Marinette 200.00
Allen P. Ely & Co., Omaha, Nebr.

ELEVATORS FOR SALE.

GRAIN ELEVATOR FOR SALE. Capacity 10,000 bushels. Easy pay. Address Lock Box C, Ottawa, Ohio.

ELEVATOR IN SOUTHERN MINN. for sale. Doing a good business. For full particulars address Box 636, Worthington, Minn.

20,000 BU. ELEVATOR and corn mill for sale. Outlook for immense crop. Death in family reason for selling. Write for particulars. Lorenz & Geis, Cordell, Okla.

NO. DAK. GRAIN ELEVATOR for sale. 45,000 bu. capacity on Soo line. Good town, big territory. A good business. Address Box 15, Harvey, N. Dak.

IND. ELEVATOR 30 M. capacity for sale. Price right. Well located and a good business. Address M. M., Box 7, Grain Dealers Journal, Chicago.

DRAPER, S. D., 20 M. bushel cribbed elevator for sale. Just built last fall. D. A. Schoeneman, 315 S. Spring Ave., Sioux Falls, S. Dak.

NORTH CENTRAL MINNESOTA. Three elevators for sale, located in good large territory. If interested write H. E. C., Box 9, Grain Dealers Journal, Chicago, Ill.

ONLY ELEVATOR AND LUMBER YARDS with good side lines in good grain territory for sale. Capacity 20,000; modern and almost new. Ira M. Phillips, New Waverly, Ind.

FOR SALE—BANTRY, N. DAK. 25,000 bus. capacity cribbed elevator in first class shape and dwelling house. Sell both or separately. Stair, Christensen & Timerman, Minneapolis, Minn.

CENTRAL ILL. 65,000 bu. capacity cribbed elevator in Cen. Ill. in best grain section of the State. Price \$10,000. Address C. B., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GENERAL STORE AND dwelling for sale. Also two elevators. No competition. One elevator good feed business in connection. All good points. Address J. W., Box 7, Grain Dealers Journal, Chicago.

IOWA. Elevator and feed business in Iowa town of 6,000 inhabitants for sale. Thoroughly equipped, cribbed building of 30,000 bus. capacity. Address J. H. S., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL IOWA for sale. Well located, doing a good business, grain, flour, feed and seeds; with or without implements. No trades wanted. Address B. L. C., Box 8, Grain Dealers Journal, Chicago.

SOUTHERN MINNESOTA. Three elevators for sale in So. Minn. on the Chicago-Northwestern road, together with large established coal trade. Capacities from 20,000 to 30,000 bus. each and are in fine condition. Good reasons for selling. Address C. E. M., Box 7, Grain Dealers Journal, Chicago.

NORTH DAKOTA. For sale, two grain elevators located in first class wheat belt on Gt. N. Ry. Co.'s line in No. Dak. Each 30,000 bu. capacity; nearly new; equipped with Fairbanks-Morse gas engines, dump and hopper scales, first class cleaner. Retiring from business account of health. Address Minn., Box 9, Grain Dealers Journal, Chicago.

FOR SALE. In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

ELEVATORS FOR SALE.

ELEVATOR IN IOWA to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgrafer.

ELEVATOR AT BENTON, KANSAS, for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

FOR SALE, ELEVATOR at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

CENTRAL ILL. Elevator, grain, live stock and seed business for sale in corn and oats belt in Central Ill. Address M., Box 8, Grain Dealers Journal, Chicago, Ill.

11,000 BU. GRAIN ELEVATOR on the C., R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. A dandy 35,000 bu. cribbed plant in good town of 600, with one good competitor. Price \$10,000. Station has handled nearly 600,000 bu. of crop of 1909. Address Jas. M. Maguire, Campus, Ill.

ELEVATOR AT SMITHFIELD, NEBR., on right of way on B. & N. R. R. for sale. 20,000 capacity. Has Fairbanks automatic weigher in the house and steel wagon scales. For further information address J. French, University Place, Nebr.

OWING TO POOR HEALTH will sell my elevator, feed mill and home in central Wisconsin. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

NORTH DAKOTA. Modern 30 M. elevator and coal business on Great Northern Road for sale. One of the best points in No. Dak. Good reason for selling. Address N. D., Box 6, Grain Dealers Journal, Chicago.

NORTHERN INDIANA elevator, mill and coal yard for sale. No opposition. Town of 1,200, three railroads, in best farming country in the world, land selling \$150 to \$200 per acre. Will consider part land in trade. Address N., Box 295, Grain Dealers Journal, Chicago, Ill.

ORLEANS, HARLAN CO., NEBR. Steam elevator, dwelling and eighteen acres of ground for sale. Elevator is equipped to shell corn and handle all kinds of farm products easily. Address inquiries to Sanford Richards, Orleans, Nebr.

ELEVATOR AND MILL for sale. 100-barrel mill in best spring wheat territory of the northwest, with 12,000 bu. elevator attached. Mill is in splendid condition; runs steady the year around and is a money maker. Town markets 750,000 bus. of grain yearly. Owners have made a competence and wish to retire. Address F. R. T., Box 8, Grain Dealers Journal, Chicago.

NASHVILLE, TENN. For sale, one of the best equipped elevators, latest modern machinery, located at Nashville, Tenn., one of the best shipping points to the South. Elevator has 50,000 bus. capacity, warehouse 100 car capacity, plenty of trackage, centrally located for city business and shipping. Rucker, Cartwright & Kennedy, Nashville, Tenn.

ELEVATORS FOR SALE.

CENTRAL N. DAK. New 1909 35 M. bu. elevator, Cen. N. Dak. Good for 75,000 bu. annually; at actual cost. Address W. C. Peterson, 402-8 St. South, Fargo, N. Dak.

CENTRAL ILL. Two good elevators in central Ill. corn belt for sale or might trade for good land. Address Cornbelt Elevator, Box 8, Grain Dealers Journal, Chicago.

FOR SALE—A good line of elevators in North Dakota, South Dakota and Minnesota. For full particulars address M. O. R., Box 7, Grain Dealers Journal, Chicago.

ILLINOIS. 22 M. capacity crib elevator for sale in best corn, oats and wheat belt in Illinois. Handles 250 to 300 M. bu. yearly. No competition within ten miles Splendid territory. Good reasons for selling. Address F. R. K., Box 8, Grain Dealers Journal, Chicago.

ELEVATOR for sale. One of the best money making grain elevators; located on two trunk line railroads; very choicest corn land surrounding and ships more than 100,000 per annum. A big bargain. Act quick. Address Tri-State Elevator Co., Hicksville, Ohio.

KANSAS. 7,000 bu. capacity elevator for sale. Only elevator in town of about 800 in Jewell Co., Kans. Best corn country on earth. Reason for selling have other business. Price \$2,800. Address B. U. R., Box 8, Grain Dealers Journal, Chicago.

SOUTHERN KANSAS. 10,000 bu. elevator on A. T. Ry. for sale at a bargain. One of the best towns and grain centers in So. Kans. Corn sheller, corn wheat cleaner, weigher, all in good condition. Address D. & K., Box 8, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO. Modern 15 M. bu. elevator, grain, flour, feed and coal business in western Ohio on Big 4 Ry. for sale. Handles 100 M. bus. grain and 600 to 800 tons coal annually. Will sell cheap if taken soon. Worth the money. Address Ohio, Box 8, Grain Dealers Journal, Chicago.

EASTERN IND. If sold by the 15th of June, one of the best elevators in Eastern Ind., located in the very best agricultural section, on Big 4 R. R. and traction line. No competition. Fine town to live in. \$3,500 cash takes it for quick sale. Address M. A. S., Box 9, Grain Dealers Journal, Chicago.

FOR SALE OR EXCHANGE for good land, an elevator doing a good business in grain, coal, flour and cement. Located on the C. & E. I. in splendid farming country. Will include modern 8 room residence if desired. If interested, write for details. This is a good proposition and will bear close investigation. Address Box 41, Stone Bluff, Ind.

ELEVATOR FOR SALE. You can buy a good elevator with two corn cribs in a large farming territory in state of S. Dak. on G. N. road; only two elevators in town. We also do a good business buying hogs and cattle. No competition. Poor health, retiring from business is reason for selling. Address South, Box 1, Grain Dealers Journal.

FOR SALE CONTROLLING INTEREST in line of elevators. Located in new grain territory which is developing very fast. Acreage tributary to elevators increasing 100% per annum. Only one station has competitive elevator. Will be 3,000,000 bus. wheat and one to two million of oats tributary to these elevators this year. Stock Company. Never earned less than 25% since established. Capital stock \$50,000, surplus about \$20,000. Present management draws \$7,200 salary. Will bear closest investigation. Will invoice and sell at cost value if can do business at once. Will take Kansas or Okla. land for part, but must have at least \$25,000 in cash. Address D. H., Box 9, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

S.W. MINN. Good cribbed elevator, capacity 18,000 in good town S. W. Minn. for sale. Address Box 594, Luverne, Minn.

GOOD ELEVATOR AND COAL business for sale. Well located and doing good business. Good reason for wanting to sell. Price right. Address J. H. Richey, Cambridge, Ind.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

ELEVATOR FOR SALE FOR \$4,000. A good one for the money. You cannot lose in buying this. Write me and I will tell you about it. Address Jas. M. Maguire, Campus, Ill.

CENTRAL IOWA. For sale—two modern cribbed elevators in town of 1,500 in Cen. Ia. Located on different railroads. Extra good coal and feed business in connection. Good competition. Address Box 35, Traer, Iowa.

INTEREST IN GOOD PAYING line of elevators for sale in Southern Minn., Northwestern Iowa and Eastern So. Dak. Will sell stock in proportion to the amount you have to invest and give a position at a good salary. Write for particulars to Mill, Box 8, Grain Dealers Journal, Chicago.

MICHIGAN. 24x36 ft. twelve bin elevator for sale. Capacity 18,000 bus. Warehouse, two story, 24x50 ft. Office building, 12x24 ft. Potato house, coal sheds, hay shed and barn. Located in one of the best farming sections in Mich. Eleven miles from nearest competition. Built in 1907. First class in every respect. Address The Marion Grain Co., Marion, Mich.

WE OFFER for sale at a low figure and on easy terms our elevator and feed plants at Cisco and Albany. Both are doing a large feed and meal business. We have a large lot of flour machinery, which could be used to add a flour mill at Cisco, and to responsible parties with experience and some capital we would take stock to the amount of the plant and local capital would also invest. Address Pioneer Mill & Elevator Co., Albany, Texas.

ELEVATOR BROKERS.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS FOR SALE. The very kind you are looking for. Write and let me know how much you want to pay and I will be glad to try and suit you. Have a nice list to select from. Address James M. Maguire, Campus, Ill.

GRAIN ELEVATORS FOR SALE. I have a good line of grain elevators located on the different railroads in Nebraska and Northwestern Kansas and will be glad to quote price on any one or all of them, together with detailed statement. If interested, write me. J. W. Hiler, Elevator Broker, Sheldon Block, Lincoln, Nebr.

ELEVATORS FOR SALE. Best elevator bargain at \$12,000 in Indiana. Ships 270,000 1909 crop, averages \$5,000 profit for 5 yrs. past. Best in Ills., 2 R. R.'s, large Ty. No competition, fine large modern house, \$12,500. An 80,000 cribbed ele. has averaged over 400,000 for 5 yrs. Conditions No. 1 every way—a private list and the very best in Ind. \$30,000. No details except to those who can swing it. Buy an elevator of John A. Rice, Frankfort, Ind., and prosper.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

ELEVATORS WANTED.

WANTED TO LEASE AN ELEVATOR. Central Ills. preferred. Address S. L. W., 2605 Western Ave., Mattoon, Ills.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR NORTH OR WEST OF Lincoln, Nebr., on Burlington R. R. wanted. State fully capacity and price. Address G. D. E., Box 7, Grain Dealers Journal, Chicago.

ELEVATOR in wheat belt of Kansas wanted, that handles not less than 100,000 bu. grain annually. Give full particulars. Address Stanley, Box 9, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED handling over 200,000 bus. Want strictly first class proposition. Negotiations confidential. Give full particulars first letter. Address W. A. N., Box 9, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE FOR ELEVATOR, 320 acres in Barton Co., Mo. All good corn land; 2 story, 9 room house; two barns, cow sheds, granary, windmill and orchard. Half mile town. Address L. O. A., Box 9, Grain Dealers Journal, Chicago.

WANTED ELEVATORS in good farming territory located in Western Iowa, S. Minn. or So. Dak. in towns where there are no farmers elevators in operation. What have you to offer for cash? Address Lewis Hunt, Ocheyedan, Iowa.

GOOD ELEVATOR IN OHIO OR Indiana wanted. Handle 100,000 bus. or better. No objection to good side line. Will pay cash for a plant that is right and a good business. Address L. M. F., Box 5, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

A FIRST-CLASS ROLLER MILL. 6-room house and barn, one mile north of Mt. Healthy. Address Chas. Hartmann, Mt. Healthy, Ohio. C. D. & T. Traction Stop No. 86.

FLOUR AND CORN MILL with valuable water power for sale. Water power alone worth more than is asked for the whole; a great opportunity for some one. For description and price address M. L. Long & Sons, Glasgow, Va.

BUSINESS OPPORTUNITIES.

\$10,000 STOCK FOR SALE. One half interest in new up to date, thoroughly equipped corn and oat plant, at Madill, Okla. Address D. W. Ingersoll, Clifton, Texas.

WANTED—A BUYER for the best grain, coal, feed and hay business in Southern Kansas. Good town; no competition. Close to Wichita. Other interests take my time. Address L. R. Box 9, Grain Dealers Journal, Chicago.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

EASTERN ILL.—For sale, or will exchange for good land, the exclusive grain, coal, lumber and bank business in small town in Eastern Ill. A money maker. Address H. A. R., Box 5, Grain Dealers Journal, Chicago.

FOR SALE—SOUTHEASTERN NEBR.—One of the best paying coal, ice, flour and feed business. Paying better than \$2,500 per year; owner has too much other business. Investment about \$4,000. City of 4,000; splendid schools, seven churches. Will exchange for land or country elevator doing good business. Address C. L., Box 8, Grain Dealers Journal, Chicago.

WHOLESALE AND RETAIL GRAIN and seed store and warehouse for sale. Thoroughly equipped with seed and grain cleaning mills; twenty-one miles east of Hamilton on the T. H. & B.; price \$4,000 if sold quickly; will pay for itself every year; proprietor obliged to sell owing to ill health. James Murray, Box 83, Smithville, Ont.

FOR SALE, RENT OR TRADE FOR LAND, general feed, grain, seed and hay business in growing-town located in best farm, stock, dairy and mining section of Southwestern Wis. Splendid business, no competition. Elevator with modern equipment. Reason for selling, other business connections. Address W. F. A., Box 7, Grain Dealers Journal, Chicago.

FLOUR AND FEED BUSINESS for sale. Property consists of new electric power feed mill, warehouses, two large sheds for farmers' horses, good eight room dwelling, fine large lot. Located on the principal business street. A splendid opportunity to engage in either milling or lumber business. Can show that this is a paying business proposition. Address A. J. Barber, Boonville, N. Y.

Want a Job? —Advertise in the Situations Wanted column of the Grain Dealers Journal

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

HELP WANTED.

WANTED—SEVERAL YOUNG MEN—Preferably with some experience in grain, as samplers in large market. Apply with full particulars, age, experience and references to X. Z., Box 8, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employes need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—A MAN BY JULY 1, 1910, to buy and sell grain for the Farmers Co-operative Elevator Co., Granville, No. Dak. State experience, if any, and salary expected. Application should be in by June 1, 1910.

WANTED—IN CENTRAL KANSAS—An experienced grain man to take charge of country elevator, also handle coal and mill products. State age, experience and salary expected. Address E. L. S., Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED — EXPERIENCED GRAIN BUYERS to take charge of Farmers' Elevators in North Dakota. Good salary for good men. Write giving experience and present place of employment. Address E. N. S., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—COMPETENT MAN of good habits to act as buyer and one who is competent and experienced to take sole charge if necessary of the buying, selling, collecting and keeping the books of a wholesale and retail grain and seed business. Would like some one to take a stock interest in the business; \$25,000 Stock Co. Want a judge of grain and seeds and man good with machinery and able to meet strong competition in buying. For particulars address W. S. D., Box 9, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED PARTNER with \$2,000 to \$5,000. Flour mill, rent or buy. Rare chance. Address Box 63, Denver, Ind.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED for third or half interest in six first class grain elevators located in Southwestern Minnesota. First class plants and good business. Address C. O. F., Box 8, Grain Dealers Journal, Chicago.

MISCELLANEOUS WANTED.

WANT FREIGHT CLAIMS COLLECTED. We wish name and address of a firm making a specialty of collecting grain dealers' claims against railroads. Reinhardt & Co., Jacksonville, Texas.

FOUND—One bunch of keys with Grain Dealers Journal key-tag in mail box at Charleroi, Pa. Owner can have same by identifying property and sending postage for forwarding.

MISCELLANEOUS FOR SALE

DUST PROTECTORS, \$1.00, made of rubber, with automatic valve. Slightly used typewriters \$18.00 to \$36.00. Typewriter covers, 50c. Meier, Russell, Kans.

FOR SALE—\$250—ALL COMERS—Brand new National Automatic Scale, 1,000 bu. guaranteed five years; also one Gem adding machine with same guarantee. Also your choice of any standard make of typewriter, brand new, guaranteed for two years, all three for \$250. Sent on trial free. Write for proposition. We sell absolutely no second hand goods. Johnson Elevator Supply Co., 215 E. Douglas St., Bloomington, Ill.

SITUATIONS WANTED.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable man. Married and can give best of references. Address Box 682, Canby, Minn.

EXPERIENCED GRAIN BUYER wants position as manager of country elevator doing good business or as solicitor for a commission firm. Can give good references. Address Box 185 Hawarden, Iowa.

GRAIN BUYER wants position. 3 years experience. Best of references. Age 29, single. Can use German language. Address T. O. N., Box 8, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN SALESMAN wants position with good house. Willing to prove ability. Thirty and married. Address Dan, Box 7, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR wants position. All around elevator man; four years experience; expert gasoline engineer; good bookkeeper. Would like employment in Okla. or close to state line. Address Box 98, Custer City, Okla.

EXPERIENCED GRAIN MAN wants position as manager with good firm. Five years' experience buying and selling Kan. wheat. 27 years old, married, highest references. Address Kansas, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of grain elevator and lumber yard combined or grain elevator alone in Missouri, Southern Kansas or Okla. by experienced lumberman and grain buyer. At present employed; wish change on account of family's health. Address C. H. I., Box 9, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

TWO YOUNG MEN want position with some good elevator company or milling company to buy grain. Have had 15 years' experience with all kinds of grain. We are both 35 years of age and can go anywhere. Parties in need of two good grain men can secure same by writing us. State salary you can pay in first letter. Best of reference furnished. Can come at once. Address Berry & Bibb, Pedlar Mills, Va.

INFORMATION.

ADDRESS WANTED of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it

SCALES FOR SALE.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

ONE NORDYKE ROUND REEL for sale. Used but one year. Two automatic grain scales, one Chicago five ton platform scale, comparatively new. Thos. H. New, Greenfield, Ind.

OFFICE SUPPLIES.

SECOND HAND ADDRESSOGRAPH wanted. Give full particulars and lowest price. Address D. I. N., Box 7, Grain Dealers Journal, Chicago.

A LARGE FIRE PROOF SAFE for sale. Double doors inside and out. In first class condition; price \$75.00 f. o. b. Address R. S. McCague, Second National Bank Bldg., Pittsburg, Pa.

AUTOMOBILESUPPLIES.

CLINCHER AUTO CASES AND TUBES. Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

POULTRY FOR SALE.

RHODE ISLAND REDS—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

Don't Read at Random

Read This Course
THE GREEK VIEW OF LIFE, G. Lowes Dickinson, Cambridge.....\$1.00
SOCIAL LIFE AT ROME, William Warde Fowler, Oxford..... 2.00
THE HOMERIC STORIES, (Iliad Odyssey, translated, illustrated)..... 1.25
THE FRIENDLY STARS, Martha Evans Martin... 1.25
THE CHAUTAUQUAN Magazine (Monthly—Illustrated, Membership included) Containing, "Woman in the Progress of Civilization" (George Willis Cooke), "A Reading Journey Through Egypt" (Prof. James Henry Breasted) "Historic Types of Architecture" (Prof. Lewis Frederick Pletcher), and much additional material for voluntary reading..... 2.00
Total.....\$7.50
All four books and the Magazine to one address, \$5.00
"Easy for Anybody, Worth While for Everybody."
If in doubt, send stamp for handbook of testimonials. Address, Chautauqua Institution, Chautauqua, N. Y.
Get the Chautauqua Idea

The 6-Column Entry Book

is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9½x12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 6.

Price \$1.00.

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago, Ill.

SEEDS FOR SALE.

CANE, MILLET, KAFFIR CORN and milo maize. Alfalfa a specialty. Write for prices. Fowler Elevator Co., Fowler, Kans.

TWO CARLOADS CLOVER SEED tailings for sale. J. M. King & Son, North Vernon, Ind.

IF YOU DON'T GET A STAND wire J. J. O'Laughlin, Rome, Iowa, for your seed at \$3.00 per bus. 1908 seed.

FOR SALE—MILLET SEED a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

MILLET, CANE, KAFFIR CORN or milo maize for sale in carload lots, straight or mixed. Prices on application. Address Landrum & Boyer, Scott City, Kans.

ALFALFA SEED, grown in Artesian Valley for sale. Yields 100 bus. per acre. Ripens in 100 days; special prices to elevator men. Write for prices. Meade Grain & Seed Co., Meade, Kans.

DAKOTA GOLD MINE seed corn beats the world. Yields 100 bus. per acre. Ripens in 100 days; special prices to elevator men. Address Crill, the seed corn man, Elk Point, So. Dak.

CLOVER SEED for sale. Both mammoth and little red, ranging in quality from N. E. G. to Prime. Will be very glad to quote prices upon receipt of inquiries. J. M. King & Son, North Vernon, Ind.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, re-cleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

NORTHERN GROWN SEED CORN. White cap dent, white cap yellow dent, grown in the Thumb of Michigan. Test from 90% to 100%. Price, subject to change, \$1.25 per bu., bags extra, f. o. b. Bad Axe. Order quick, as stock is going fast. Bad Axe Grain Company, Bad Axe, Mich.

SEEDS WANTED.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

"ARAB" HORSE FEED

A PERFECT BALANCED RATION

M. C. PETERS MILL CO.
Alfalfa Queen Mills, OMAHA, NEB.

SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

Rorer Mill & Elevator Co.

Incorporated

ALFALFA MILLERS

Kerno Falfa Pure Meal,
Cero Falfa Mixed Feed.

SHAWNEE, - - OKLAHOMA

GRAIN FOR SALE.

OAT CLIPPINGS FOR SALE—Write John Wade & Sons, wholesale grain dealers in Memphis, Tenn.

SALVAGE FOR SALE, RYE, OATS and barley. Bids wanted. McCray, Morrison & Co., Kentland, Ind.

CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

GRAIN WANTED.

WANTED SHIPPERS OF GRAIN, hay, flour and mill feeds to quote prices to W. R. Bryan & Co., Brokers, Nashville, Tenn.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

BAGS FOR SALE.

FOR SALE—We offer a good lot of second hand 16 oz. cotton seamless bags that have been used for wheat, but have been repaired and are in good condition, at 14c each, f. o. b. St. Louis; terms, net cash, if unsold. Fulton Bag & Cotton Mills, Dept. A, St. Louis, Mo.

—SALT—

We ship New Barrels Only. Please your trade. Give us a trial and be convinced.

COLONIAL SALT CO.,
1214 Manhattan Bldg., Chicago, Ill.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed

Bromus inermis
Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

WE BUY PURE SOFT WINTER WHEAT CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

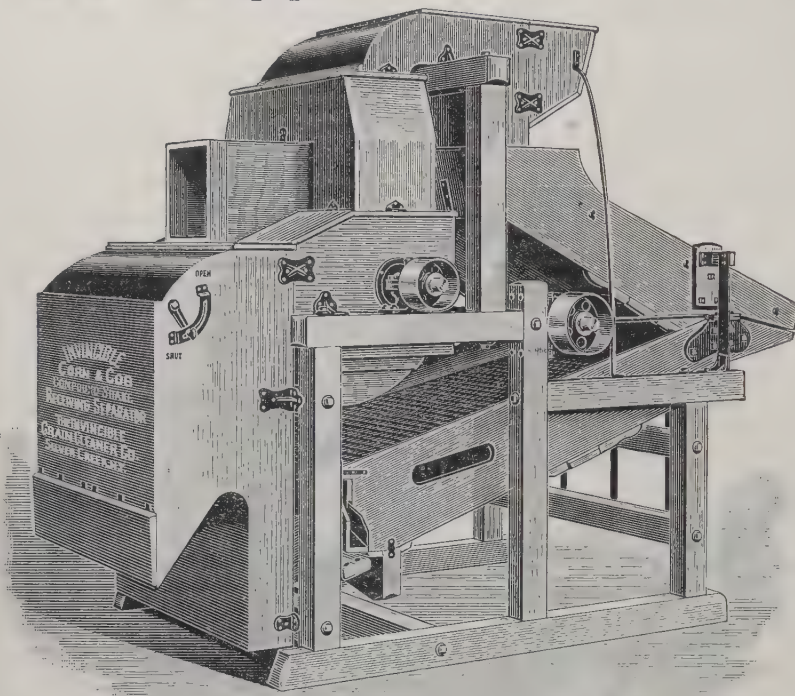
EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, 255 LA SALLE STREET
CHICAGO, ILLINOIS

All Shippers Can Now Ship Clean Corn



Clean Corn is the "crying demand" of all terminal market buyers.

The conditions surrounding the last harvest were such as to make the handling of corn an extremely hazardous undertaking.

The only way to put the grain in a perfect condition for shipment is to put it through the best corn cleaning device obtainable. We are confident that

THE INVINCIBLE COMPOUND SHAKE CORN AND COB SEPARATOR AND CLEANER

is the best machine.

It has stood the test of actual practice.

It is made by men who have spent years studying and building grain cleaning machinery.

It takes the corn and cob direct from the sheller and delivers it ready to ship with one operation.

It will clean other grains also.

It is fully equipped with self oiling pitmans and bearings.

It is fully guaranteed.

Send today for our special trial offer and full particulars.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders' Building, Chicago, Ill., Phone Harrison 667.

C. L. HOGLE, 623 Beard of Trade, Indianapolis, Ind.

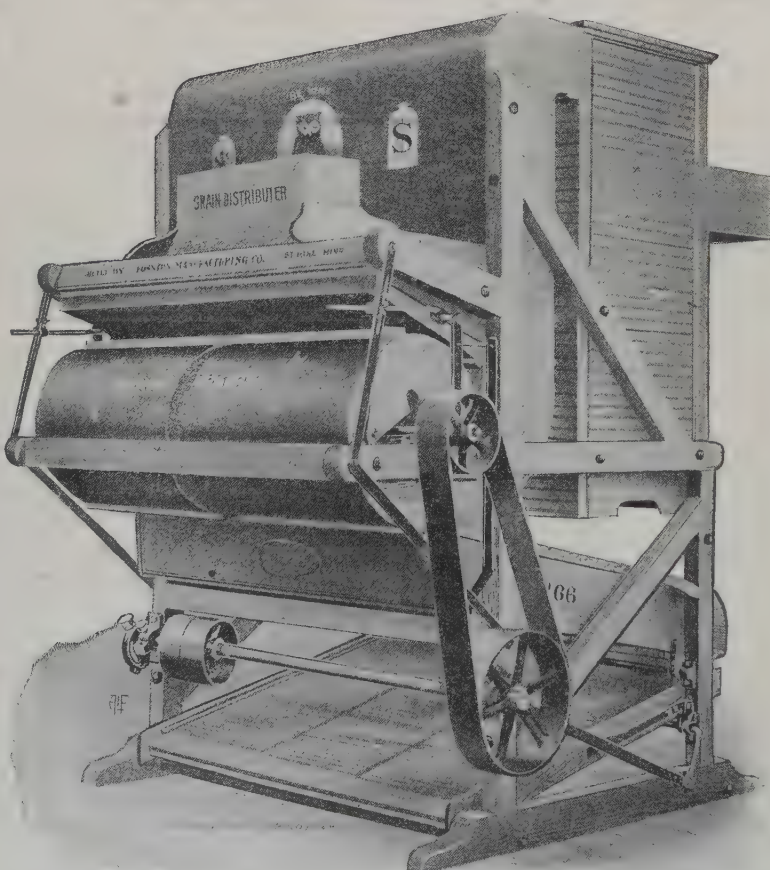
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.

CHAS. H. STERLING, Jefferson House, Toledo, Ohio.

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

FRANK E. KINGSBURY, Terminal Hotel, St. Louis, Mo.



The "NEW PROCESS" Enabled them to sell their grain NET and at a PREMIUM and their Screenings for \$15.00 Per Ton

These are actual facts which you can ascertain by sending for our new book, "Modern Methods of Grain Cleaning and Separating." In this book we have reproduced statements from elevator and warehouse operators, taken from their books, showing exactly how much the "New Process" made for them. You will also find illustrated and described the New Process Elevator and Warehouse Combination Cleaner and Separator.

**If you are in the Market for a Cleaner,
Send for this Book.**

The "New Process" is two machines in one. It is a receiving cleaner with tremendous capacity and it is a perfect separator of all kinds of grain and seeds. It is equipped with our patented non-clogging device, which we guarantee will keep the screens absolutely clean. This device will not wear the screens and we guarantee our screens to last longer than the screens in any other cleaner.

Be sure to get our catalogue before you decide on a cleaner.

Fosston Manufacturing Co.
Merriam Park, St. Paul, Minn.

GRAIN DEALERS JOURNAL

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10th and 25th of Each Month
by the
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255 La Salle Street, Chicago, Ill.
- CHARLES S. CLARK,
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To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

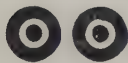
The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MAY 10, 1910.

MISDATING Bs/L might be stopped under penalty of criminal prosecution.

CORN CRIBS can be made rat-proof by lining with heavy wire of large mesh.

WELL LIGHTED basements are always kept cleaner and the machinery in them is better cared for.

NARROW CRIBS permit of good ventilation while wide cribs increase the chances of soft corn's spoiling.

CAR PULLERS are now being installed in many country elevators and found to be a very profitable investment.

GASOLINE can not be safely stored in the elevator or engine room. The best plan is to bury the supply tank some distance from the elevator.

COB SPOUTS should have a weighted valve near cobhouse so as to close the spout automatically and prevent fire in cobhouse being communicated to the cupola of elevator.

FEW TRANSFER or cleaning plants are now erected in the corn belt, which do not include a modern drier, the latest bleacher and the best cleaning machines the market affords. The margin of profit in grain has become so small, the elevator man has found that all the latest and best machinery are needed to secure maximum returns from his labor.

DISTRIBUTING spouts, which mix different kinds of grain with the result that shipments are branded "No grade," are the most expensive obtainable, regardless of the price.

HIGH GRADE rubber belting has been found so satisfactory in leg equipment, few builders now think of trying anything else, even though unusually large head pulleys be used.

LARGE RECEIVING pits so hopped as to be self-cleaning greatly facilitate the receiving of grain and reduce the amount of power and labor necessary to handle a given quantity of grain.

THE BARN BUILDER is slowly and surely disappearing from the land, because the grain dealers have come to recognize that the cheaply built house is invariably the most expensive in the long run.

DUMP CONTROLLERS not only prolong the life of the dump, but they reduce the danger to the farmer and his horses, and their expense is so small none can afford to hesitate about their purchase.

CONCRETE WAGON scale foundations are by far the cheapest, and if the floor of the pit is covered with cement and given a pitch so it will be self-draining, the life of the scale will be indefinitely prolonged.

LOW GAUGE steel roofing or siding may be made to appear quite thick by giving it a number of coats of heavy paint, but it has not the wearing quality needed to give protection to the average country elevator.

FEW COUNTRY elevators which are properly equipped can be advantageously operated with less than a 15-h. p. engine, and those who attempt to get along with a smaller power generally have to substitute a larger one sooner or later.

THE GRAIN DEALER who keeps close tab on the cost of handling grain from wagon to car knows full well he cannot afford to continue to operate the worn-out, old out-of-date plant he is now using as a substitute for an elevator.

BY CLEANING the elevator thoroly and giving walls and ceilings of basement and first story a heavy coat of white wash mixed with lye the plant will be made less inviting to grain infesting insects.

HORRIBLE to relate, a New Mexico farmer who received a package of seed corn from his representative in Congress, has protested most venomously to the secretary of agriculture against the quality of the corn, which even his chickens refused to eat. When the people persist in returning the seeds to the government, the government will stop wasting its money for free trash.

NO corn handling plant can be operated to the maximum profit unless it contains a good cleaner. Dirt not only reduces the grade of the corn, but it increases the chance of its heating before it reaches destination.

MORE BINS in the average country elevator would result in closer classification of grain purchased and insure shipments of more uniform quality, even tho the grain be not cleaned and blended before loading, as it should be to secure the highest results.

THE PAINTING of an elevator can only be undertaken after the owner has found the most durable paint suitable to use on his house. The cost of applying the paint is by far the greater part of the expense; hence, it is economy to buy the best paint.

CAR LOADERS have not only made it possible for the country elevator man to load his cars heavier, but they have assisted him in mixing his grain and also resulted in enough dirt being blown out of some shipments to give the entire load a brighter color.

SHELLERS which break up the cobs or leave them pass off filled with grain to the cob pile, are the most expensive machine obtainable. It would be much better to install a new sheller every season than to have one which would force a large waste of good grain.

SHINGLE ROOFS cost the fire insurance companies so dearly the last ten months, the elevator men will not be surprised if all of the mutual companies making a specialty of this class of risk refuse henceforth to insure either a shingle covered roof or its contents.

WOOD PULLEYS in elevator heads or boots now stand between the elevator owner and mutual insurance; in other words, the mutual insurance companies have traced so many fire losses direct to wood pulleys in elevator heads, they will not take further chances on property so equipped.

A GOOD MANLIFT not only insures machinery receiving better care from the operators, but it also reduces the insurance cost on the elevator and its contents. The companies which make a specialty of insuring elevator risks recognize the advantage of frequent inspection and oiling of bearings.

CONCRETE has been used so successfully in the construction of grain storage tanks and foundations for grain elevators, some builders are now attempting the duplication of the old frame elevator in this material and the majority of new elevators are provided with a heavy cement covering for all basement floors. It keeps out rats and moisture and reduces the work necessary to keep the basement clean.

POWER HOUSES built of fire proof material 10 feet from elevator reduce the fire hazard and the cost of insurance on the elevator and its contents. Then in case of a fire the power plant is generally ready to handle the salvage or operate a portable elevator and dump until a new elevator can be erected.

WHEN PLANNING to build your new elevator, study well the economy of arrangement, equipment and the installation of power. One contributor to this number tells of a plant which had "man-killing" steps from office to driveway. The economy of time and labor of the operator cannot be overlooked.

SELF-CLEANING spouts, bins and sinks are the only kind which can be depended upon not to mix grains of different kinds and varieties. The spout or bin which retains even a little of any kind of grain may retain considerable the next time it is used and so mix oats with that car of choice wheat as to reduce the price several cents a bushel.

INCREASED elevating capacity is so often needed during the rush of grain to market, it would seem profitable and advantageous for every man erecting a new plant to put in legs of larger elevating capacity than is usual for stations of that size. Then the impatient farmer who will not wait will have no excuse for taking his grain over to another house.

ONCE AGAIN, for about the 111th time, an inventor has discovered a process for successfully manufacturing paper from cornstalks. While a process may eventually be devised, whereby this can be done at a cost which will make the work practicable, still we would not advise country elevator men to provide facilities for baling and shipping stalks to the paper mill just yet.

SMALL DIAMETER shafts for head pulleys of long legs are sure to make trouble for the man whose parsimony results in their installation. It is easy to understand that a 4-inch journal, well boxed, will carry the belting of a 90-foot leg, when loaded, much more easily and with less expense for power and with less danger of a break-down than a 2-inch shaft.

DEDUCTION for so-called natural shrinkage has received another setback, the Illinois Central having joined with the C. & N. W., the C., B. & Q., the C. G. W., the C., M. & St. P., the C., St. P., M. & O. and the E. J. & E. in discontinuing the deduction. None of the railroads could prove the natural shrinkage claim, hence they could not go into court and justify their exaction. The sooner all carriers settle each shortage claim on its own merits, the sooner will they relieve shippers of an unjust tax and their claim departments would be relieved of many long drawn-out controversies.

WHEAT BUYERS everywhere are discriminating more sharply against dirt and off-grade grain because the central markets are grading more closely. If the country shippers always cleaned wheat purchased from farmers before weighing it they would greatly simplify the labor of classifying their receipts and oftener buy wheat right. A good cleaner will remove much worthless stuff and insure more profitable returns.

CONGRESS seems disposed to defer anti-future legislation until the full effect of the crusade against bucket-shops and wild speculation by the federal authorities is determined. Enough Congressmen are convinced of the economies worked by the grain exchanges in marketing the country's grain to be very slow about handicapping them in any way. If existing abuses can be corrected without legislation, it will be done.

DUST COLLECTING equipment will pay its cost of installation many times over, not only by reducing the fire hazard, but also as saving the waste material for which the demand promises to keep in advance of the supply for years to come. The leading manufacturer of oatmeal is considering the erection of additional mills to increase the supply of by-products; while some elevator operators are permitting the by-products of the cleaners and clippers to be wasted.

SIDE LINES for the grain elevator operator are always attractive, but not always profitable, principally because the elevator man does not conduct his side line on a cash basis. Those who engage in the retail coal business for the first time always wind up the first season with a book full of bad accounts. People who cannot obtain coal from old established merchants without paying in advance are invariably the first to favor the new merchant with orders and generally it is a large order because they do not expect to pay for it.

SHIPPERS who confine their business in the organized markets to members of the regular exchanges have the additional advantage of being protected by the rules and regulations of those exchanges, hence it is that the progressive organizations are more vigilant in the enforcement of their rules, whenever they discover that the rights or interests of an outsider have suffered thru a violation of the rules. The commoner this practice by the exchanges and the more publicity given to the punishment of those violating the rules, the greater care will outsiders dealing in organized markets take to confine their dealings to members of the exchanges. The exchanges have it in their power to make membership far more valuable than it ever has been, especially in centers where independent dealers act as a free lance in cutting commissions and patrons' returns without restraint.

MORE BUYERS would make use of the call if country shippers would authorize more offerings and deliver the grain. Sellers who buy on the floor grain needed to fill sales made on the call help to bid up the price of sample grain on the consumers who bot of them on the call days before. Larger offerings would attract more buyers and result in more active bidding.

BURLAP is now being supplied by the Frisco R. R. at two points for cooping grain cars prior to their loading, and we feel certain that the reduction in shortages effected thru the use of this heavy cloth will result in its being supplied to shippers at all points, whenever a car is to be loaded. The Frisco is insisting that the burlap be carefully removed and returned to it, so that it may be used again. If properly cared for, burlap could be used for cooping cars for a number of shipments.

THE CROP reporting bureau of the agricultural department, with an optimism that forbids its giving expression to the opinion that the United States could possibly produce less wheat than it consumes, has reported an acreage and condition which would seem to indicate a much larger crop than had been that possible. Acreage reports this year must stand the test of the acreage reports of the Census Bureau and the comparison will be watched with unusual interest by every one who believes in the worthlessness of the government crop reports.

EARLY ESTIMATES on the population of the United States, as per the new census, placed the number of people at 91,000,000. Some statisticians desire to have all American grown wheat consumed at home and are figuring the average home consumption at 6.5 bus. per capita, which is unreasonably large and will not be realized. If the average consumption reaches 5 bus. of wheat, it will be surprising. The American people have such a variety of foods they are less dependent upon wheat bread than in years gone by and until quite recently were not supposed to eat more than a barrel of flour a year.

CHOKE-UPS can be prevented in any elevator if the legs are properly equipped to handle the grain offered. The progressive builders, as well as grain dealers who want a plant they can depend upon to work whenever it is needed, do not hesitate to insist on the installation of equipment which is equal to the work. A few dollars may be saved occasionally by installing a cheaper leg equipment, but the money saved is generally expended later, together with considerably more in the purchase of extra labor or another leg. No one has yet discovered any economy in so equipping a leg that choke-ups are sure to result and be followed by broken belts and bent buckets.

FEW ELEVATORS are now being planned or erected, which do not provide for shipping scales of late design. Without a scale which can be depended upon to determine the weight of grain loaded into a car, shipper does not know whether he suffers loss in transit or at terminal; hence, he is not in position to swear to a loss of grain in transit. Many have suffered losses on one car that were far in excess of cost of a dependable shipping scale. Few fail to realize the necessity of knowing exactly how much grain is placed in each car, and none can afford to take chances on losing their grain without some check on where it was lost.

OPERATING a bucket-shop hereafter will be looked upon as a very serious offense. Frank J. Miner, who for years has been identified with the bucket-shop business, was recently sentenced at St. Louis to five years in the penitentiary for operating a bucket-shop. Fines can be paid, but penitentiary sentences must be served in person, and this is not to the liking of the average bucket-shop shark. A few sentences of this character will close all the "near" bucket-shops as well as the real thing. The Consolidated Exchange and the open board of trade will very likely pass on with the bucket-shops, which have no excuse for existence, and serve no purpose save to help sharpers separate easy marks from their money.

IT IS INDEED gratifying to find with increasing frequency that grain dealers are insisting upon farmers fulfilling their contracts. Every dealer who dares to stand for his rights gives courage to fellow dealers in similar position. Last fall F. Hettinger of Harmon, Ill., purchased 2,000 bus. of corn of a farmer at 50c, for December delivery. Corn went up to 53c and the farmer sold his corn elsewhere. Mr. Hettinger took exception to this treatment, brot suit in Justice Court, was given a favorable verdict and this decision was sustained by the Circuit Court; so, Mr. Farmer will pay \$60 plus court expenses and hereafter avoid entering into contracts which he does not intend to fulfill.

WESTERN SHIPPERS, who, after patiently waiting for returns on cars for a month or two, complained only to find that the cars had not left their own stations, are not the only ones who suffered by the unusual and unreasonable delays forced upon the grain shippers last winter. Many are nursing heavy injuries as the result of these delays, and often simply because they have not nerve enough to insist on carriers reimbursing them for their losses. It is evident that the carriers are clearly responsible for the delay, because of their lack of sufficient rolling stock to care for the business tendered them. Dividends on watered stock delight Wall Street, but do not increase a road's earning capacity.

TRANSIT RATES would be quickly abolished if the Interstate Commerce Commission had authority to do so. The Commission seems to have an inborn prejudice against the practice, notwithstanding a multitude of industries all over the land are dependent for their existence upon the transit rate. Yesterday the Commission announced that any substitution of products in shipments made on a transit rate would be considered a violation of the law and the offenders prosecuted criminally for accepting and giving rebates. The position of the Commission does not seem tenable, altho the bluff may scare some mixers from loading barley and rye into a car billed as oats.

DOCKAGE for shrinkage in handling grain at Kansas City will no longer be tolerated. Notwithstanding the case of R. J. House has been appealed on writ of error to the United States Supreme Court, the Attorney General of Missouri declares the law will be strictly enforced. He insists that the prosecution of the writ of error will not act as a supersedeas to stop the enforcement of the law, which requires all persons to pay for the true and actual weight of grain or other commodities delivered. Shippers are required to stand the loss due to shrinkage in handling from their own wagon scale to the hopper scale of the terminal elevator. That is enough. He who owns the grain after it reaches the hopper scale should stand his own loss, be it by shrinkage, fire, weevil or heat. It is his grain and it is a petty piece of beggary to ask any one to contribute to his loss in handling.

REQUIRING BETTER ELEVATORS.

Reports from different sections of the land are to the effect that grain dealers are not only insisting upon having elevators of better construction, but they require more bins and more mechanical facilities for handling grain on its way from the farmer's wagon to the grain car. The grain dealer has learned that it is possible to use his time in the study of markets and methods rather than in shoveling grain, and each season sees a great improvement in the mechanical equipment of the average elevator erected.

By study and observation dealers are able to market their grain more profitably and thru the exercise of judgment they are able to classify and grade it to better advantage—the members of the trade are getting nearer to a one-man house, without the necessity of an increased amount of manual labor. The gasoline engine and the electric motor are doing the hard work, while the grain man carefully seeks for new opportunities to make it pay. Experience teaches him that it costs much more to struggle along in business, without any effort to keep posted, so he naturally prefers to use his brain and let his hands rest.

RAIL BILL PASSES HOUSE.

The Administration's bill to amend the Interstate Commerce Law is without doubt the most important legislation now pending in Congress, and the House of Representatives has just passed it, tho in slightly amended form. The bill is designed primarily to rectify many errors which crept into the Hepburn Law and most of its provisions will result in much benefit to the shipping public. The Senate has been squabbling over the bill for a month and there seems little prospect of any law being enacted without a conference of the two houses.

Some features of the bill will be of special advantage to grain shippers, one being to the effect that shippers interested in a suit may be heard thru special counsel before the Commerce Court.

It is intended that carriers shall be required to quote rates in writing. This will not debar them from quoting rates erroneously, where a large quantity of freight is in prospect, unless they be penalized to the extent of the full amount of freight money received thru the misquotation.

One of the most excellent provisions permits the Interstate Commerce Commission of its own motion to investigate the unreasonableness of any rate or classification, and it must do so upon the petition of shippers, who may also ask for thru routes and joint rates. Shippers are also made secure in the privilege of routing their freight as they desire, a privilege they have always been supposed to have, but which has been persistently and successfully denied them by many carriers.

It is quite evident that the law makers are in need of encouragement from those who suffer from the defective provisions of the old law, and none can but promote their own interests by telling their representatives of wrong suffered under the present law.

Meetings of Grain Dealers.

May 24-25—The Oklahoma Grain Dealers Ass'n will hold its annual meeting in the Commercial Club Rooms, Oklahoma City, Okla.

May 26-27—The Texas Grain Dealers Ass'n will hold its annual meeting at Fort Worth.

May 26-27—American Feed Mfrs. Ass'n will hold annual meeting in Milwaukee.

June 2—The Indiana Grain Dealers Ass'n will hold its mid-summer meeting in the Claypool Hotel, Indianapolis.

June 7-8—The Illinois Grain Dealers Ass'n will hold its annual meeting at Decatur, Ill.

June 15-16—The Ohio Grain Dealers Ass'n will hold its mid-summer meeting at Cedar Point, O.

June 21, 22-23—The American Seed Trade Ass'n will hold its annual meeting at Atlantic City, New Jersey.

Aug. 23, 24-25—The National Hay Ass'n will hold its annual meeting at Cedar Point.

Sept. 5 at New York—The Council of North American Grain Exchanges will hold its semi-annual meeting.

Oct. 10, 11-12—The Grain Dealers National Ass'n will hold its annual meeting at Chicago.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

COMPILATION OF FEED LAWS.

Grain Dealers Journal: We would like to know if there is a book giving the requirements of the laws for the sale of cattle and horse feeds as enacted by the various states of the east and south.—A. C. Schuff & Co., Louisville, Ky.

Ans.: A pamphlet giving the feedstuffs laws of the different states was published some time ago by the Millers National Federation and distributed to members.

RAISING RENTAL OF RIGHT OF WAY.

Grain Dealers Journal: What is the ruling of the Interstate Commerce Commission in reference to raising the rental of right of way from \$1 to \$5 per year?—Hutcheson Grain & Elevator Co., Roff, Okla.

Grain Dealers Journal: If the carriers have advanced the rental for ground upon which grain elevators are erected upon the right of way it has been the result of voluntary action on their part, and not due to any order or ruling of the Interstate Commerce Commission.

The law prohibits unjust discrimination and one shipper may not enjoy at the hands of the carrier advantages that are denied to other shippers. The decision of the Commission nearest approaching the question of rental is the recent one of Brook-Rauch Mill & Elevator Co. v. Missouri Pacific Ry. Co., wherein the lease of both right of way and building at nominal rental of \$1 per year was declared unlawful because the carrier denied the same privilege to other dealers at Little Rock, Ark.—Edw. A. Moseley, sec'y Interstate Commerce Commission, Washington, D. C.

RECORD OF SACKS INTO AND OUT OF WAREHOUSE.

Grain Dealers Journal: Referring to the inquiry of L. B. Spracher & Co., in this column Apr. 10 for a form on which to keep account each day of the amount on hand of sacked commodities, I suggest that they get what is called a "Balance Ledger" and enter receipts as debits and sales as credits. We find this system very valuable, and we give our form herewith.

We make our entries once a day, having one column (or more if necessary) for each seed that we handle, and enter

only totals from the seed sales of seed receipts. The name of the kind of seed is written at the top of page, and there are two columns to the single page. It will be an advantage to rule sufficient columns side by side for carrying each item handled, for 6 months or a year, and then arrange them alphabetically. That is, with our own business we open a year's alfalfa, 8 columns; bags, seamless, four columns, and so on.

The figures representing screenings and samples are written in red ink to distinguish them from sales.—Wing Seed Co., Mechanicsburg, O.

THE CORN WEEVIL.

Grain Dealers Journal: What is known up to date concerning the corn weevil?—Chas. B. Wing, Mechanicsburg, O.

Ans.: The insect injuring the ears is the corn worm or bollworm, *Heliothis armigera*, and is a greenish yellow moth depositing eggs among the silks of the young ears. These eggs hatch out into larvæ, or worms, which eat thru the husks to the succulent kernels, which they devour greedily for several weeks, gnawing irregular channels along the cob.

When full grown they are an inch and a half long, of a pale green or dark brown color. They leave the ear, and entering the soil a few inches, form cocoons from which they emerge two weeks later as moths. At the north there are 2 or 3 broods. The first brood is likely to infest sweet corn in gardens. There is no remedy.

Another insect working the same injury, but more especially to stored corn, is the Angoumois grain moth, *Gelechia cerealella*. These deposit their eggs on the young corn in the field as well as on the grain in the bins. The eggs hatch in 4 to 7 days into a larva or worm which burrows into the grain and in August or July is transformed into a moth. When found in tight bins the remedy is bisulfid of carbon. It is sometimes enormously destructive in the warm climate of the south.

Protecting Grain Cars with Burlap

All of the grain that is being shipped from Kansas City or St. Louis via the Frisco railroad is protected to prevent leakage. In addition to protecting cars at grain doors, the Frisco especially equips in its yards and at its own expense these grain cars by burlapping them.

Its employees take two strips of 40-inch burlap and securely fasten same over the grain door, allowing about 12 inches to go over the end of each grain door, so that it goes around the door post and is then tacked with a strip to the side of the car. Two strips about 9 feet each and 40 inches wide for each grain door are used. The 40-inch strip is wide enough to lap on the floor at the bottom of door and in loading grain this overlap is forced against the car so it is almost impossible

for any grain to leak out of a car at door.

In addition to protecting the grain, this burlap is used to protect around the end sills, around the side sills, and around the king bolts. In fact, anywhere in the loading space of the car where there is an indication or possibility of any leakage.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

I. C. 22286, leaking white corn at side, passed thru Sidell, Ill., May 7 northbound on the C. & E. I.—Sidell Grain & Elevator Co.

C. of N. J. 35303, containing yellow corn, passed thru Sibley, Ill., north bound, Apr. 28, leaking, was repaired by train crew here.—E. T. Johnston, mgr. Sibley Grain Co.

A Car passed thru Parkersburg, Ia., during the night of Apr. 26, leaking corn on north side. Think little could be left in car when it reached its destination, as about 50 bus. were scattered along the track in the yard here. Can give no number, as it passed thru in the night.—Schultz & Co.

M. C. No. 42509, loaded with barley and with every board off the roof, came into the eltr. Apr. 23 in the evening just before a heavy snow and rain storm that lasted two days and nights. We transferred it for R. R. Co. into M. C. No. 49847 and sent car on. If this car had been left out the past two days the damage would have been heavy.—W. E. Shelden, sec'y Stockbridge Eltr. Co., Jackson, Mich.

L. S. & M. S. No. 1733 passed thru Jackson, Mich., Mar. 27, leaking oats badly on account of drawbar having been pulled out and one of the timbers had been forced up thru the floor. We transferred car to another for R. R. Co. and sent the car on.—W. E. Shelden, sec'y Stockbridge Eltr. Co.

C. R. I. & P. 33759 passed thru Holland, Ia., Apr. 21, leaking white oats at end of car. Train did not stop long enough for me to fix it.—Peter Knepp, mgr. Farmers Eltr. Co., Holland, Ia.

C. of N. J. 35556, loaded with shelled corn, passed thru Winchester, Ind., Apr. 16, in Big Four train going east, leaking very badly from hole in car floor. Corn was running out in a stream, certainly at the rate of one bushel per five minutes.—J. Vining Taylor, sec'y. National Hay Ass'n.

Car. No. 200813 (corn) on the Milwaukee road was leaking from the grain door while in the yards at Cedar Rapids, Ia., Apr. 11. Two other cars on that train were leaking, but I was unable to read the numbers as the train was in motion.—W. Bland, Minneapolis, Minn.

N. P. 41455 passed thru Medina, N. D., Apr. 5 leaking wheat at grain door; car door open.—H. F. Glade, agt. Powers Eltr. Co.

I & G N 2423 went east thru Hector, Minn., Apr. 2 leaking barley badly between sheathing and sill on side, and under car between floor and side sill.—Agent Victoria Elevator Co.

Southern 35646 which we reported in the last issue as passing thru Raymond, Ind., on the C. C. & L. Mar. 24, leaking at right side of car, we believe contained barley instead of wheat. Train was running past our eltr., and upon examination we found more barley than wheat.—Stafford & Murray, Oxford, O.

Date	Explanation	Debit	Credit	Balance			Date	Explanation	Debit	Credit	Balance
1910											
2/22				50734							
2/23			731	49643							
2/28			310	49333							
3/2	Car No. 3	29891	276	78951							
3/5			1403	80354							
3/7	Screenings		2373	78081							
3/8	Samples		60	78021							

Form for Keeping Record of Stock on Hand at Close of Business each Day.

There is no room for sadness when we see a cheery smile,
It always has the same good look—it's never out of style—
It nerves us on to try again when failure makes us blue;
The dimples of encouragement are good for me and you.
It pays a higher interest, for it is merely lent—
It's worth a million dollars, and doesn't cost a cent.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

DIVERSION CHARGE STILL IN FORCE.

Grain Dealers Journal: The press reports that the \$2 diversion charge has been abolished are incorrect. The \$2 diversion charge is still in force and we have only 24 hours free time at diverting point before car service charges begin. The diversion charge does not apply when orders are received 24 hours prior to arrival.—J. M. Frisch & Co., Baltimore, Md.

PROSPECT GOOD FOR OHIO CROPS.

Grain Dealers Journal: I have just returned from a trip in automobile thru Van Wert, Mercer, Darke and Preble Counties, Ohio, and Wayne County, Ind., and never witnessed a better prospect for oats. Cold weather apparently did no damage to wheat or oats. Early sown wheat looks fine, but the greater per cent of the late sown is thin on the ground and can not make 5 bus. per acre. Ground is in exceptionally fine shape.—J. W. Owens, Grover Hill, O.

TARDY SETTLEMENT OF RAILROAD CLAIMS.

Grain Dealers Journal: In your issue of Apr. 25th I notice you make mention of the claim which I pushed through the Interstate Commerce Commission. I wish to state that I have not received my money yet altho I have taken the matter up with the freight claim agent and the corporation counsel in your city and I don't even get a reply from them. It certainly is the limit to be obliged to submit to this kind of treatment, or to be put to the extra expense and annoyance of having a simple case like this put up to the Interstate Commerce Commission.

I have a case which cannot come under the Interstate Commerce Commission as it is a loss and damage case. I have been working on it for two years and have been turned down repeatedly by the initial road, who I believe is responsible but after all kinds of threats I have at last been able to get an agreement to arbitrate here in the east, each of us submitting our brief to an arbitrator. Of course any fair minded person would be willing to submit to this, but on the other hand it is a hardship to have to go to all this

trouble to get your money from the railroads.—Yours truly, Fred L. Cressey, Boston, Mass.

EMPTIED AN ELEVATOR INTO A CAR.

Grain Dealers Journal: We shipped a record-breaking car of corn to Chicago recently, which the receivers, T. E. Wells & Co., say is the largest car they ever handled by about 10,000 lbs.

The car was St. P. 87,584, loaded with No. 3 yellow corn, weight 120,860 lbs., and was unloaded at the Irondale Elevator Apr. 29. Who can beat it?—J. D. Baumgartner Grain Co., Cissna Park, Ill.

COST OF ERECTING ELEVATORS?

Grain Dealers Journal: At a recent meeting of insurance adjusters and a builder the question arose as to what was a fair valuation on elevators of different capacities, and one man of considerable experience presented the following estimate of cost for houses of 15,000 to 50,000 bus. capacity:

COST OF ERECTING ELEVATORS FOR VARIOUS CAPACITIES AS LISTED

	24x24	27x31	30x35	36x41
Lumber	15,000	25,000	35,000	50,000
Labor	\$1,150	\$1,650	\$2,150	\$2,750
Machinery	750	850	1,050	1,100
Hardware	200	200	280	475
Foundation	90	110	160	220
Scales	110	135	200	275
Engine	110	110	110	110
Pan	275	325	325	450
Paint	55	65	90	170
Windows and doors	35	40	48	60
Insurance	25	25	30	35
Incidentals	40	45	55	70
Transportation	50	60	80	125
Freight	75	75	110	150
Iron clad E. H.	110	130	150	200
Totals	75	75	100	125
..	\$3,150	\$3,895	\$4,938	\$6,515
Add 10% for contractor's profit.	315	389	493	651
..	\$3,465	\$4,284	\$5,431	\$7,166

Cleaners, shellers, hopper or automatic scales and other extra machinery should be added to above.

Crib, iron-clad iron roof, 10 h.p. engine, 12" leg and connections, power house detached, driveway thru house and passage-way to loading side.

Any suggestions readers will give us for the improvement or correction of these estimates will be most thankfully received.—H. & L.

PRICES MUCH TOO LOW FOR UP-TO-DATE ELEVATORS.

Grain Dealers Journal: In regard to the schedule of prices for elevator construction, beg to say that I have looked over this list carefully, and I believe that, as a whole, the prices are about right if applied to the average country elevator as built ten or fifteen years ago. But the better class of grain dealers, and most elevator builders, I believe, are demanding and building better elevators than it would be possible to furnish at the prices named. The per cent of profit however, is probably more than the average contractor realizes.

I do not think that these prices would apply at all in Kansas and northern Oklahoma, or other places remote from the source of material supply. The items for lumber and labor being nearly correct, the other figures are entirely inadequate for a first class, up-to-date plant, with the present prevailing prices. I would suggest that this builder revise his prices before taking many contracts in this territory.—Very truly, Wm. W. Lockwood, Winfield, Kan.

J. W. Smith Dead by Own Hand.

Having become mentally unbalanced by brooding over business reverses, J. W. Smith of Lamoni, Ia., shot himself Apr. 19 in the local bank, after inquiring the state of his account.



J. W. Smith, Lamoni, Ia., Deceased.

Mr. Smith engaged in the grain business in 1898 by purchasing the elevator of Mr. Gund at Lamoni. When this house was burned two years later he built an up-to-date country elevator, with additional equipment for transfer from cars, and did shelling in transit for dealers at all towns on the Grant City loop of the C., B. & Q. R. R. He had agents also buying grain at ten towns in Iowa and Missouri.

While active in business Mr. Smith attended the conventions, as those who met him will remember with pleasure. In recent years, however, he had been disposing of his grain interests, the elevator at Lamoni being operated by the Iowa-Missouri Grain Co. in which he retained but a small share. He embarked in several other ventures which did not prove as successful as he anticipated. His wife and 3-year-old daughter, however, are well provided for.

Mr. Smith was highly esteemed by all who knew him, and during the funeral services at the residence all the business houses of Lamoni were closed. A portrait of Mr. Smith is given in the engraving herewith.

I can not get along without the Grain Dealers Journal.—A. C. Durdy, Ohlman, Ill.

The comet will not strike regular readers of the Grain Dealers Journal if we can prevent it.

The Interstate Commerce Commission has granted the petition of the railroads for a reargument of the Northwestern millers rate case to reduce lake flour rates 1½ cents per 100 lbs., from Minneapolis to New York. The arguments will be heard June 1 at Washington.

The successful manufacture of paper from cornstalks has just been announced by the U. S. Department of Agriculture. Geo. R. Sherwood of Oak Park, Ill., supplied the idea; and C. J. Brand, of the Buro of Plant Industry, worked it out at the Cumberland Paper Mills near Portland, Me. The paper is of a high quality, but so far too costly for print.

The Passing of the Frame Terminal Elevator.

BY A. C. OLDS.

Those who have been familiar with such cities as Toledo, Chicago, Minneapolis, St. Louis and Kansas City for twenty years may easily recall many frame terminal elevators which formerly stood out as land marks, but which have now vanished. Some have burned, some have been torn down, but few have been replaced, and where replaced, the new structure differs essentially from the old, both in material and in plan. As year follows year, these disappearances, I venture to prophesy, will be more frequent, for we are now witnessing the passing of the old style frame terminal elevator. Something better is available and the old fashioned short car elevator has to give place in the steady march of improvement. It will be interesting to trace just what has occasioned the necessity of changes, which mean that property representing a large original cost is rapidly becoming an unproductive investment.

There are many reasons why, as an insurance proposition, the frame terminal elevator is passing. Take, for instance, the situation as it exists at Minneapolis. There are forty-seven elevators at that point (exclusive of houses and tanks in connection with flour and oil mills), representing a combined storage capacity of approximately 41,000,000 bus. Thirty of these elevators are Regular, having storage capacity of 33,000,000 bus. The balance, seventeen in number, are Private elevators, representing storage capacity of about 8,000,000 bus. Of the total capacity of all elevators in Minneapolis, about twenty-five per cent, or approximately 11,000,000 bus., is represented in fire-proof elevators and tanks. These figures are significant when you compare the total fire-proof capacity of 11,000,000 bus. with 14,742,000 bus., the largest week's storage during the entire year of 1908, and this fact stands out much stronger when compared with the average or ordinary grain storage of about 12,000,000 bus. As it is the tendency of the storage to gravitate to the fire-proof houses, these figures practically mean that when the fire-proof storage is exhausted, that it leaves but 3,742,000 bus. to be handled among old style houses having a capacity of ten times that amount. It goes without saying that when the fire-proof storage capacity at any given center reaches its ordinary needs, there is but little future for the frame terminals.

Fire-proof elevators with tile or concrete storage capacity are increasing rapidly in all large grain centers and that increase will continue for the following reasons:

First, owing to the nominal insurance rates, which range from 13c to 28c, as compared with rates of \$1.50 to 3% on the old wooden storage houses.

Second, because most of the banks require no insurance protection to cover their advances made on grain in fire-proof storage, except when grain is stored in steel or concrete tanks adjoining a frame working house, where there is an expectancy of some loss from exposure.

Third, that the new houses are modern and fast running, the improved machinery having nearly doubled the capacity of the same sized elevator of twenty years ago, and new elevators are being built in localities where the owners can be sure of ample switching facilities and enough trackage room to put in a day's run of cars at one setting.

Fourth, the rapid growth of the cities where the grain terminals are located has considerably hampered many of the older

houses for trackage room. In quite a number of cases, ground has become entirely too valuable for elevator purposes, creating a situation where the land is worth more vacant than with the buildings on it.

Fifth, the low insurance rate on the fire-proof elevator has caused the grain buyer to prefer that class of storage and this has had its effect on the frame terminal by practically eliminating its "carrying charge," that formerly was quite an item of income. The operator would buy wheat in the Fall, sell it the same day for future delivery at quite a stiff advance and obtain the regular storage rate of about three-fourths of one cent per bushel for the first ten days or part thereof and one-fortieth of one cent per bushel for each additional day thereafter so long as the grain remained in good condition. This he is no longer able to do as the spread between the price of cash and May wheat is so slight that after paying his discounts, handling charges and insurance, there is little, if anything, left for profit.

Sixth, another important feature for consideration is the rapid increase in the size of grain vessels. The average ship today in the grain trade has a beam of from fifty to sixty feet and a cargo capacity of from 350,000 to 450,000 bus., and boats of this size cannot enter the Chicago River. Its average depth is supposed to be twenty-one feet, but at several points in the river, loaded vessels drawing eighteen feet have often been stuck in the mud, requiring the assistance of several tugs to enable them to get into the deeper water. Especially is this true at Sixteenth Street, where the Illinois Central Railroad crosses the South Branch. The reversal of the river's flow from Lake Michigan to the Drainage Canal has made a strong current, which with the many obstructions of the channel by center pier bridges, has made towing a necessity in almost every case. The largest grain carrier that can get in with safety is one in which the capacity does not exceed 200,000 bus. That the Government recognizes the necessity for larger tonnage in the Northwest is exemplified in the fact that they have made the depth of water in the new lock at Sault Ste. Marie, twenty-five feet on the mitre sill, and I understand that it is the intention to make all of the locks conform to that depth as soon as possible.

Chicago has seventy-five elevators, representing a rated capacity of 54,245,000 bus. Three of these are connected with linseed oil companies, thirteen are in use by the various malting concerns and flour mills, sixty are Private terminals with a capacity of 35,245,000 bus. and fifteen are Regular with storage room of 19,000,000 bus. Of the total capacity of all storage but three representing storage room of only 3,800,000 bus. are so called fire-proof. One of these fire-proof houses is on the South Branch of the Chicago River, the other two being at South Chicago on the Calumet River, where the water depth is more favorable, but they are more or less crowded for trackage room and have poor switching facilities. They are also hampered in handling the large grain carriers in that the length of the ships will not permit of the successful loading of grain, the larger vessels being required to load one end first, make a turn in the river and back in to load the other end.

Another fact which stands out prominently is that in Chicago during the past twelve years, fourteen frame terminal elevators have burned, twelve have been torn down and but two houses of the twenty-six that have passed have been rebuilt.

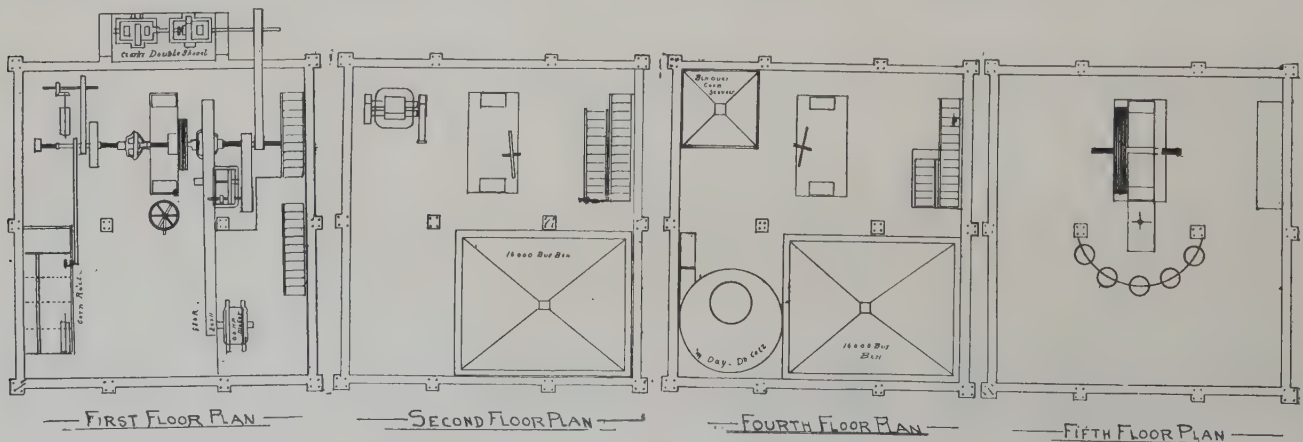
It would appear that the frame terminal elevator has about had its day as a stor-

age proposition. This fact has been recognized to a certain extent by the Peaveys, who but a few months ago demolished Interior No. 1 at Minneapolis, a house with a capacity of 1,750,000 bus. and another large terminal at this point is to be torn down soon. Local agents are now attempting to secure insurance to cover the wrecker's interest in the building pending its demolition. The Exchange Elevator at Minneapolis, operated by the Exchange Grain Co., is another frame terminal that has passed. It burned Sept. 16, 1909, building a total loss and grain practically total. The fire started on the top floor of the working house about 7.45 P. M. The watchman had pulled his box on that floor at 7 P. M., and states that he found everything apparently all right, but shortly after, the fire was announced by a small explosion, followed soon thereafter by a very heavy one that carried the fire for thirty feet through a structural steel and corrugated iron passage-way containing a large grain conveyor belt that operated from the working house to the tile bin house, containing fifty-one open bins. This caused a heavy dust explosion and a flash fire in the tile bin house, but the damage in this instance was confined to a slight loss on grain and to the partial wrecking of the structural iron roof supports and corrugated iron roof, the hollow tile sides not being injured to any extent by the explosion, but outside where the water was thrown on them, it caused the surface or face of the tile to crack open, leaving the inner walls of the air space exposed. This would seem to teach the lesson not to throw water on tanks built of hollow tile when they are being subjected to heat, for instead of improving the chance of salvage, it lessens it. The cut-offs at each end of the passage-way evidently did but little service.

This loss recalls to mind the fact that the bankers do not generally demand insurance for advances made on grain in fire-proof houses, and in this connection I would express the belief that too little attention is paid to the dust hazard in these elevators. Owners of the fire-proof houses are relying almost wholly on the fact that the building and tanks are classed fire-proof, entirely overlooking, in the working houses, the accumulation of screenings and chaff; pine lumber used in cooping the cars and the fine dust which is as combustible as powder when ignited by a fire ever so slight. In several of the fire-proof elevators I found the dust accumulated to a dangerous degree, and one of these days I am inclined to think that the bankers are going to come to the realization that a dust explosion following a small fire is a very destructive agent.

The only thing left for the frame terminals is to operate them as cleaning, mixing and transfer houses and if they are used for this purpose, there will, of course, be but little, if any, grain in the annexes, most of it, for convenience sake, will be stored in the hopper bins of the working house, and since the percentage of grain salvage in an elevator depends largely upon the amount of grain in the house at the time of fire, chance for much salvage will be slight. Formerly these old houses were well filled during the greater portion of the year, but as it is now they are seldom more than half full at any one time. Another feature to be considered in this connection is, how these large frame houses with heavy expense for maintenance, operation and insurance, not to mention interest on money invested, can compete with the smaller cleaning and mixing elevators.

The evolution of the business has added the terms "long car" and "short car"



Floor Plans of Working House of Gooch Milling & Elevator Co., at Lincoln, Neb.

houses, and all of the older houses are short car affairs, built with pits to accommodate grain cars ranging in length from twenty-eight to thirty-four feet, while cars in use at this time run from thirty-four to fifty feet in length. During the past eighteen years the average load of grain per car has more than doubled.

To explain the situation as refers to long and short cars, take for example, one of the old elevators with four pits, built to handle four short cars, and its working capacity is reduced one-half, in that but two of the four receiving legs can be used at one time with the present sized cars and in handling these two cars, they must be uncoupled and set by hand, which takes time and adds to the operating expense.

Another handicap which the older houses have to face is the flat bottom bin, which means that there is from 750 to 8,000 bus. of grain in each bin, according to its size that does not automatically feed to the conveyor and must be shoveled out by hand, an inconvenient and expensive operation, especially when the wheat needs turning many times during the storage season to keep the weevil from damaging it or to prevent it from becoming bin burnt.

The capacity of the hopper scales in the old terminals of the period from 1885 to 1890 ran about 750 bus., enough leeway in weight having been left at that time to take care of an exceptionally large car of

that period, but the increased car capacity has made it now necessary to fill the hoppers twice and to take two weights for each carload of grain.

The competition of the modern elevator has forced the old style terminals to work short-handed and in their effort to compete and at the same time not lose money, they have generally cut down their working force to the minimum, reduced salaries, and the Superintendent is often found doing a laborer's work and the floor watchman, who should be supervising the machinery, is down shoveling grain.

With these facts and figures before us, is there room for any conclusion other than that the frame terminal elevator has outlived its usefulness and in all leading grain centers, where not already practically replaced, it will have speedily to make room for this more modern type?

Electric drives are undoubtedly far superior to other methods. Applying a motor to each machine or a group of machines affords a great saving in the cost of power transmission and also permits the placing of machines to the best advantage in regard to the requirements of the work.—H. M. Davis.

New Fireproof Grain Store House at Lincoln, Neb.

So many fires have been started in grain elevators by locomotive sparks during the last two serious dry spells, that grain dealers are making every effort to reduce this hazard by the erection of fireproof elevators. Illustrated herewith is the new grain elevator and concrete tank storage plant of the Gooch Milling & Elevator Co. at Lincoln, Neb.

The plant consists of a fireproof working house and 8 concrete tanks, with three interspaces erected on a concrete monolithic slab 80x48x2 ft. Unlike any other concrete tanks erected previously, these tanks were set some distance apart so as to give larger interspaces and provide larger storage capacity. The floors of the tanks are 4 ft. above the slab so placed in hope of being beyond the reach of high water. Each of the 8 tanks is 16 ft. in diameter and 54 ft. high. The walls are 8 ins. thick and reinforced vertically by $\frac{5}{8}$ in. rods, spaced 20 in. center to center, and horizontally by $\frac{3}{4}$ in. rods spaced 8 in. center to center and lapped 40 in. The roof over the tanks is of concrete, reinforced with 20d nails (taken from old cribbing) to the extent of about thirty pounds to the cubic yard. The concrete tanks have a storage capacity of about 100,000 bus.

The grain is spouted into them direct from head house and removed by 24 in. belt conveyor running lengthwise of the basement. In the construction of these tanks the reinforcing is continuous. The mixture was made up of one part Dewey Portland cement, 3 parts sand, and 6 parts of broken stone, crusher run.

The working house is 24x26x110 ft. high, being enclosed by an 8 in. curtain wall of brick laid in concrete mortar. Its floors are 5 ins. thick, the beams which are run in with the floors being 12x17 ins. All posts are 12x12 ins. The roof is covered with asbestos.

The machinery equipment includes a 60 h.p. A. C. electric motor connected with line shafting by a friction clutch. On the first floor also is a Caldwell Car Puller, meal and feed bins, with corn meal bolter and Clark Power Shovels.

The second story contains a 1500 bu. bin directly under the cleaner and an A. C. two pair high roller mill.

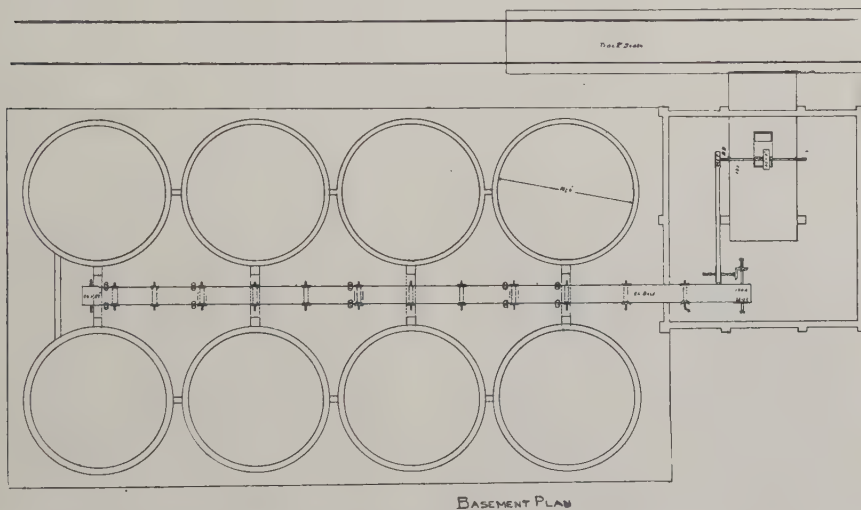
The third floor contains a cleaner, P. & R. double receiving separator and a Monitor Scourer.

The 4th floor contains a bin of 1500 bu. capacity placed above the cleaner, and a Day Dust Collector, while on the top floor are the head pulley and distributing spout.

Grain can be received both from wagons and cars, a receiving sink being provided on each side of the house. Grain is elevated to top floor by a leg of 5,000 bu. capacity per hour which is enclosed by steel casing. A 6 ft. pulley at the head of leg is run by six strands of 1 in. rope. Grain can be loaded directly from cupola to cars on track scale beside the elevator and weighed there as well as thru the automatic scale before elevation.

While this storage plant was designed primarily to clean and store wheat for the Gooch Mill, it is used also in shipping. It was designed and erected by A. W. Ward.

The Grain Dealers Nat'l Ass'n has added 135 new direct members since the meeting last fall, nearly all being from points in the south.



Basement Plan of New Fireproof Grain Storehouse at Lincoln, Neb.



Fire Proof Grain Storage Plant at Lincoln, Neb.

Plan of 22,000 Bu. Elevator.

By degrees the traction lines are engaging in the transportation of bulk grain and along some of these lines a number of elevators already have been erected. Along the Illinois Traction lines the Burrell Engineering Construction Co. has recently erected five or six and now has another under way at Burt Crossing for E. F. Verry & Sons, whose headquarters are at Armington, where they have a 50,000 bu. elevator on the Vandalia. This same firm has a 20,000 bu. elevator on the Illinois Traction at Richmond.

The new elevator now being erected at Burt Crossing is 30x30x58 ft. high, has a heavy concrete foundation and the basement floor is covered with a 4 in. layer of concrete, making it rat proof. Thru one side of the first story is a 11 ft. driveway containing two dumps with a double receiving sink under each. A screw conveyor at the bottom of each sink is so arranged as to carry the grain to elevator boots. The house contains two legs, each equipped with 12x7 in. cups and both extending to top of cupola, where two Gerber distributing spouts divert the grain to a 1,500 bu. automatic scale, an 8 in. well casing which carries the grain to the flexible loading spout or to any of the bins. The man lift affords easy access to the upper floors.

This is a studded house up 15 ft. 8 in. The next 3 ft. 4 inches being of 6-in. cribbing and the following 24 ft. of 4 in. cribbing. The purpose of making the first story of studded construction was to insure the house settling evenly on all sides.

The office and engine room are 40 ft. from the elevator so that the exposure hazard is reduced to a minimum. This building is 12x20 ft. one story, the greater part of which is devoted to the office. A bay window extends out at one end toward driveway and affords a convenient nook for the beam of the 4 ton wagon scale.

The plan calls for a 15 h. p. gasoline engine in the room adjoining the office and under the engine room is a cistern to hold water for cooling the cylinder.

Farmers and Exchange Members Confer.

Farmers departed from their practice of listening only to harangues by agitators whose stock in trade is denunciation of Boards of Trade and established institutions by according to the regularly delegated representatives of the grain exchanges an opportunity to tell the truth about Board of Trade methods, during their recent joint convention at St. Louis of the Farmers Educational & Co-operative Union and the Society of Equity.

Delegates from the Farmers Joint Convention held a conference at the Merchants Exchange May 5 with the following delegates from the Council of North American Grain Exchanges: Manning W. Cochrane, of St. Louis; J. C. Murray, of Chicago; E. D. Bigelow, of Kansas City; S. P. Arnot, of Chicago; J. L. McCaull, of Minneapolis; J. L. Messmore, E. M. Flesh and Roger P. Annan, Sr., of St. Louis. In addition to the delegates there were present N. L. Moffitt, Geo. H. Morgan, Henry Schultz, P. H. Litchfield, E. L. Waggoner and Bert Ball of St. Louis; J. G. McHugh, of Minneapolis. Manning W. Cochrane, pres. of the St. Louis Merchants Exchange, was chairman.

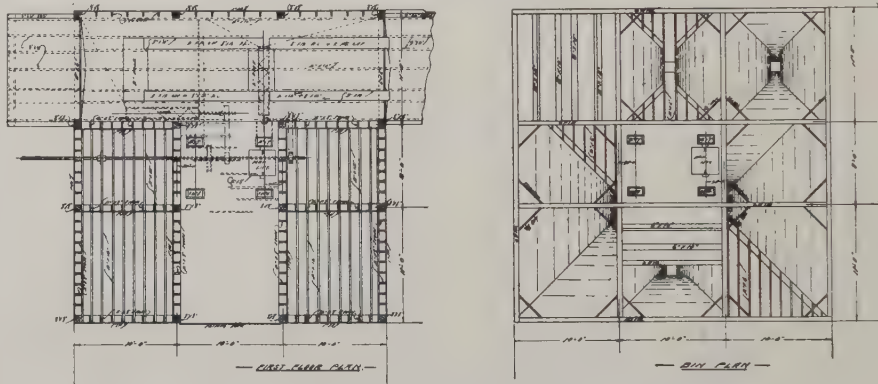
The farmers stated that they did not object to the sale of actual grain for fu-

ture delivery, but were against trading in futures speculatively. On questioning it developed their idea that the exchanges depressed prices was based on hearsay.

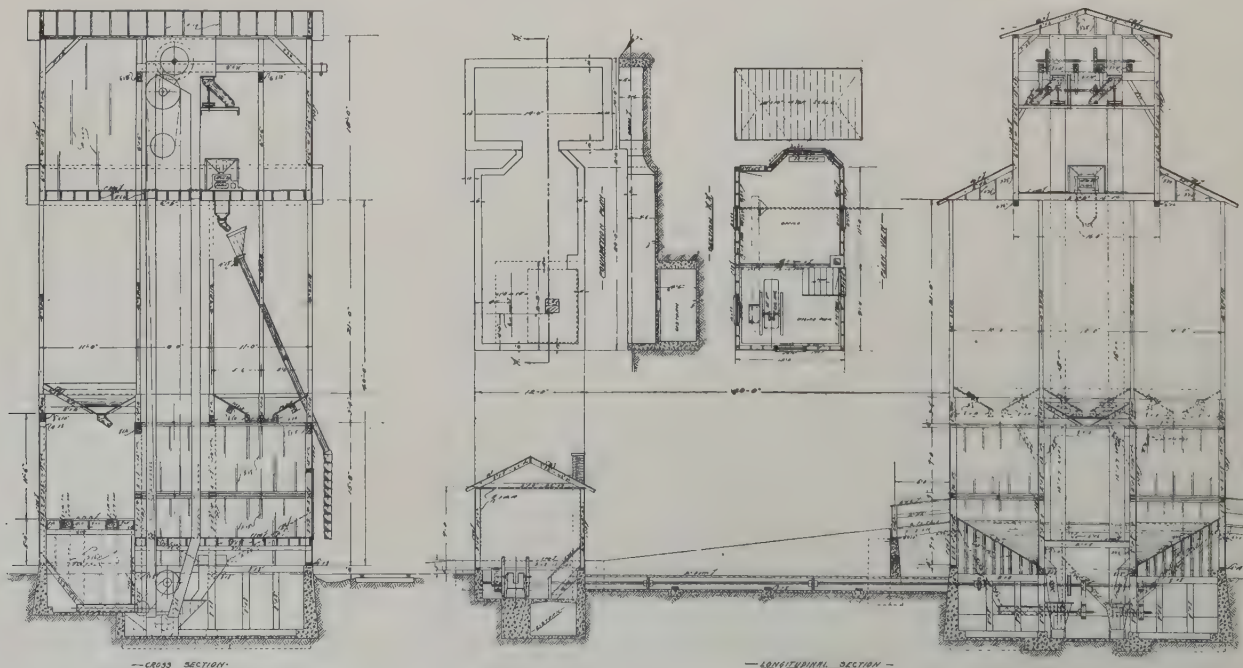
All the objections to future transactions voiced by the farmers were in every instance definitely answered by one or more of the Exchange representatives present, and an informal discussion and conversation ensued. The farmers were cordially invited to investigate the exchanges and to ask for information, literature and news regarding the world's wheat conditions at any time, and the committee adjourned.

The annual convention of the Millers National Ass'n will be held June 23 and 24 at Minneapolis, Minn. It is expected that a movement will be initiated at the convention looking toward a greater production of wheat in the United States.

Adulteration of Russian export grain having become more notorious recently the Nicolaieff Bourse proposes the enactment of a law that every person found guilty of introducing foreign matter into wheat and rye shall be fined 10 per cent of the value of the grain adulterated; shall be fined 20 per cent for a second offense, and given three months imprisonment for a third crime.



First Floor and Bin Plans of 22,000-bu. Elevator.



Sections and Foundation Plans of E. F. Verry & Sons' Elevator at Burt Crossing, Ill.

Concrete Withstands a Hot Fire.

Concrete construction was put to a crucial test in the burning of the 100,000 bu. elevator of McCray, Morrison & Co. at Kentland, Ind., last month. At the time of the fire everything was very dry and the buildings were so quickly enveloped in flames, the workmen scarcely had time to escape with their lives.

The two fotografs given herewith showing the plant before and after the fire, tell the story clearly and accurately. In an L formed by the different buildings, a reinforced concrete grain drier had been erected and enclosed by a frame ironclad covering. This building was 10 ft. from the elevator building on the side and 16 ft. distant on the end, which was connected to the elevator with wood conveyer boxes.

The plant contained approximately 450,000 ft. of lumber and 50,000 bu. of grain, which was consumed in a few hours, leaving nothing but the concrete drier standing plumb, surrounded by a smoldering mass of debris. The drier housing was burned away; the metal fans and steam pipes were red hot and warped. The brass grease cups on the fan bearings were melted and the iron doors warped, but the concrete work remained intact with little damage notwithstanding it contained about 700 bu. of corn which was reduced to ashes during the fire. The drier supported its own garner and 12,000 lbs. of steam pipe yet not one of its supports failed.

In no previous grain elevator fire has concrete been put to such a severe test, and in no case has it passed thru a fire with more gratifying results to owner and builder. This reinforced concrete drier was designed and erected by Fred Friedline & Co., who are making plans for a new plant for the burned out firm.

O. K. Hobe, promoter of "Alaska wheat," died at Spokane, Wash., April 22. His body was taken to Minneapolis for interment. Formerly a newspaper man in Minneapolis, he afterwards lived several years in Julietta, Idaho, and from this place exploited the "Alaska wheat," for which he claimed phenomenal yields. An article in an eastern periodical helped to rouse wide interest in the wheat, for which a high price was asked for seed. The U. S. Department of Agriculture finally investigated it and pronounced it an ordinary quality.

Equipment and Handiness.

BY UNCLE PEDRO.

I am surprised by the limited conveniences to be found in visiting various elevators. It is a matter of course that line elevators are not so well equipped with the handy devices as we naturally expect to find elevators operated by the owner. Some times I think line companies are rather close, but when we see how reckless and careless some agents are, we do not wonder at their closeness.

A few carpenter tools kept about an elevator are invaluable, and I doubt if any line company would kick on buying them if they had any assurance that the tools would be cared for.

Boys, take good care of the tools, wrenches, pinch bar, shovels, saw, hammer, etc. Do not wait until the last nail is used before buying. Keep a few nails on hand. Suppose a bin came loose, grain was leaking and you had to go to a store to get nails before you could fix it.

Keep the engine cleaned; it will take a little waste, but it will pay. Keep your tools in good condition and in place.

How much labor could be saved by having all bins hopped? Many of the old line houses have some flat-bottomed bins which are very expensive and difficult to empty.

It is not the fellow who flies around like a chicken with his head off that accomplishes the most, but the quiet, cool-headed fellow who has everything in place and in shape so every step counts.

I operated one house built in such a way that the office was at one side of the driveway, but the office floor was 6 or 7 steps lower than the driveway floor. That everlasting running up and down those steps every time we handled a load wore us out. Gee whiz, but I did get tired those days. If I built a hundred elevators I would have the office floor as high as the driveway if the office was attached.

Be sure to have a good engine and sufficient power for all purposes.

Keep a quantity of supplies on hand such as belting, links for chain, elevator buckets, etc., so that a little trouble can be easily and quickly remedied. It is the buyer who is always ready that is Johnnie on the spot for business. It is the fellow with a handy, well-equipped house that can do the work.

Kansas City Adopts New Margin Rule.

Yesterday the Kansas City Board of Trade adopted a new rule requiring deposit of margins where cash grain is contracted for delivery ten or more days from date of contract, and henceforth the following rule will govern such transactions in that market:

Rules Governing Cash Margin Calls.

On purchase or sale of grain, feeds or seeds, for which shipment or delivery extends beyond ten (10) days from date of contract, said contract shall state that either buyer or seller may call for margins to the market, and release such margins to the market until final adjustment has been made; and all such contracts shall contain the following:

1. It is agreed that either party to this contract may call for a marginal deposit to the market, same to be released when market justifies. In cases wherein more than one contract has been made, deposit call and subsequent calls for the releasing of same shall not exceed the net aggregate difference owing by one party to the other on all contracts open and amenable to this rule.

2. Said margin when called by a resident member of the Kansas City Board of Trade shall be deposited with the secretary of the Board of Trade and shall be subject to the rules of the Kansas City Board of Trade governing the depositing and releasing of margins. Non-residents may deposit with the secretary of the Kansas City Board of Trade or in any banking institution properly designated as a depository for margins. Margins must be deposited within twenty-four (24) hours as herein provided; legal holidays in either buyer's or seller's place of business shall not be counted. Non-residents of Kansas City, Missouri, may remit by telegraphic notification from (his or their) local bank that such remittance has been made.

3. Party making marginal deposit must advise the secretary of the Kansas City Board of Trade immediately, giving name of party for whose protection the deposit is made.

4. In case marginal deposit call to the market is not deposited and official notice of same is not received within twenty-four (24) hours, as hereinbefore provided, the party thus calling shall have the privilege to cancel all contracts covered by such margin call at the general market value, or to resell or rebuy at his or their option, under prompt telegraphic advice, charging difference or loss to the defaulting party, said amount to be due and payable at once.

5. All margins shall be immediately released upon faithful performance of the contract.

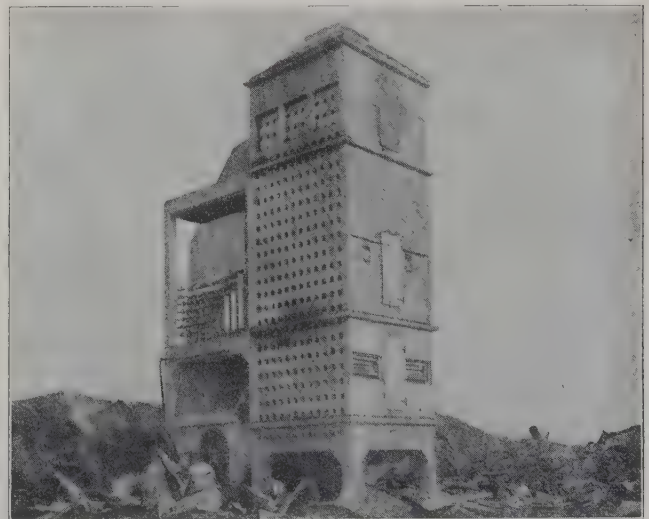
6. A committee of three shall be appointed by the president, to whom all disputes as to a proper marginal price, or any other feature connected with cash margins, shall be referred.

"Was Hankly a bull or a bear in yesterday's market?"

"Why, he says he was only a monkey."



McCray, Morrison & Co.'s Elevator and Drier Before the Fire.



McCray, Morrison & Co.'s Plant at Kentland, Ind., After the Fire.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Edmonton, Alta.—Yields of the leading grain crops for the year 1909, compiled from returns made by owners of threshing machines thruout the province, show a total yield of 6,155,455 bus. spring wheat, 2,312,344 bus. winter wheat, 24,819,661 bus. oats, 3,310,332 bus. barley, 131,531 bus. flaxseed, 6,369 bus. speltz and 25,801 bus. rye, making a total grain yield for the province of 36,761,493 bus. on 1,242,644 acres; compared with 4,001,503 bus. spring wheat, 3,093,422 bus. winter wheat, 15,922,974 bus. oats, 1,949,164 bus. barley, 73,762 bus. flaxseed, 9,697 bus. speltz and 22,625 bus. rye, making a total grain yield thruout the province during 1908 of 25,073,147 bus. on 837,641 acres.—Geo. Harcourt, deputy minister of Agri.

Ottawa, Ont.—The quantity of wheat in farmers' hands Apr. 1 in the whole of Canada was about 18.28% of the crop of last year, or 30,484,000 out of 166,744,000 bus., compared with 20.23%, or 22,747,000 bus. out of the harvest of 112,434,000 bus. in 1908. Oats in farmers' hands, 40.03%, or 141,499,000 of the 353,466,000 bus. raised; against 43.62%, or 109,222,000 of the 250,377,000 bus. raised last year. Of barley, farmers held 29.81% Apr. 1, or 16,517,000 of the 55,398,000 bus. raised; against 33.56%, or 15,692,000 bus. out of the 46,762,000 bus. of last year's crop. Buckwheat, 23.5%, or 1,835,000 bus., against 29.03%, or 2,078,000 bus., in farmers' hands Apr. 1, 1909. Canada's corn was nearly all produced in Ontario, and farmers held 3,604,000 bus. Apr. 1, of the total crop of 19,258,000 bus. It is estimated that 95.87% of the wheat crop of the Dominion in 1909, equivalent to 159,868,000 bus., was of merchantable quality; oats, 90.86%, or 321,190,000 bus.; barley, 92.87%, or 51,499,000 bus.; rye, 89.98%, or 1,543,000 bus.; buckwheat, 87.42%, or 6,825,000 bus.; corn, 81.04%, or 15,606,000 bus.—Archibald Blue, chief of census & statistics office.

COLORADO.

Wray, Colo., May 2.—Two inches of rain today put our ground in excellent condition. Our acreage of fall wheat is about 40% of what we had last year, but the acreage of white spring wheat is enough larger to make up for the shortage in the fall wheat. Not much macaroni wheat was sown this year. The summer-fallow fall wheat is now knee-high and looks fine; we anticipate a bumper crop. Farmers are just starting to list corn, with ground in fine condition to receive the seed; and we are blessed with good seed corn here this year.—E. W. Lambert, mgr. Shannon Grain Co.

ILLINOIS.

Peoria, Ill., May 3.—Wheat is reported damaged, but oats are all right.—F. W. Arnold, Arnold & Harwood.

Decatur, Ill., May 6.—The crop seems to be damaged; oats have bad color.—O. H. Cannon, of Faris & Cannon.

Bloomington, Ill., May 4.—No damage to oats around here; no corn yet planted worth mentioning.—Frank Supple.

Holder, Ill., May 5.—Only about half the corn is marketed, and 2% of the oats. Little damage to oats. Corn planting beginning.—J. W. Puett.

Sibley, Ill., Apr. 28.—Freeze damaged oats slightly, average acreage. Corn planting will possibly begin in 10 days.—E. T. Johnston, mgr. Sibley Grain Co.

The reports I have received from Illinois, extending from Freeport to Champaign, indicate that the crop outlook is the best in many years.—W. J. Doyle, Chicago.

Maroa, Ill., May 5.—Practically no damage done to oats. Corn planting now going on. About 25% of corn in farmers' hands; oats about all in.—Bruce Waller, weighmaster M. R. Allsup.

Pana, Ill., May 7.—Oats and wheat seem to be doing well; corn is worse off than if it were not planted at all, as the ground is cold and too wet; not over 5% to 10% of last year's crop is on hand.—M. R. Corbett.

Gilman, Ill., May 2.—Farmers claim 25% damage to oats. Corn planting in this vicinity generally starts May 6 to 10. About 30,000 bus. corn and 4,500 bus. oats still in farmers' hands.—F. W. S., F. W. Stine & Co.

Gilman, Ill., May 2.—About 10% of damage to oats; looked worse a couple of weeks ago. We need good soaking rains. Hard rain at Clifton, but only a sprinkle here. About 60% of the corn has been delivered, and 90% of the oats.—G. O. Cox, agt. R. F. Cummings Grain Co.

Minier, Ill., May 4.—Damage to growing crop is difficult to determine, but I consider it slight so far; oats not materially injured. Corn planting has just started, but until weather warms up not much will be done; acreage will be about the same. About 30% of corn and 15% of oats yet in farmers' hands.—B. F. Quigg.

INDIANA.

Battle Ground, Ind., Apr. 30.—Oats in this locality are greatly damaged by the cold weather. Many acres of wheat are being plowed under for corn, altho, under favorable circumstances, we will have some good wheat.—O. A. Irwin, foreman Crabbs Reynolds Taylor Co.

Goshen, Ind., May 6.—Wheat in some fields is somewhat spotted, owing to the ice last winter, while in others it is not damaged at all; that which is not killed is growing very fast and is in a vigorous and healthy condition. Acreage seeded in wheat last fall was very large and it will be greater this year, altho last year we had the best crop we ever had, both as to yield and quality.—The Goshen Mlg. Co.

IOWA.

Kelley, Ia., May 7.—Half of corn planted; not good stand. Cold and dry; oats damaged some by frost.—J. M. Johnston.

KANSAS.

Hoxie, Kan., Apr. 23.—Wheat looks good; about 10% in farmers' hands.—E. T. Crum.

Victoria, Kan., Apr. 27.—Wheat looking good; 20% killed.—J. V. Weigel, agt. Wheatland Eltr. Co.

Hays, Kan., Apr. 26.—About 33% of the wheat damaged; acreage same as last year. Practically all the wheat is in.—Cox & Son.

Walker, Kan., Apr. 27.—Wheat in fair condition; 35% damaged; weeds will get the best of some of it.—N. Dreiling & Son.

Wilson, Kan., Apr. 27.—Wheat will make 30 or 40% of a crop; 7% of the wheat in farmers' hands.—Wm. Van Cura, mgr. Wilson Eltr. & Com. Co.

Walker, Kan., Apr. 27.—Wheat in good condition, but needs rain; 25% will be plowed up and put into corn.—M. J. Heyl, agt. Shellabarger M. & E. Co.

Victoria, Kan., Apr. 27.—Late sown wheat all killed; early sown in good condition; will have fully 50% of a crop.—F. G. Bruney, agt. Hoffman Eltr. Co.

Grainfield, Kan., Apr. 25.—Wheat in fair condition; needs rain; about 25% killed; 5% of old wheat in farmers' hands.—R. A. Crabbs, agt. Hoffman Eltr. Co.

Russell, Kan., Apr. 27.—Wheat in poor condition, on acreage 10% less than last year. We may have 40% of a crop.—H. E. Hanna, mgr. Russell Mlg. Co.

Wilson, Kan., Apr. 27.—Prospects for wheat are very poor, about 60% dead and damage will increase if rain does not come soon.—E. D. Yost, Yost Mlg. Co.

Russell, Kan., Apr. 27.—Practically all late sown wheat is killed; early sown looks good; acreage about the same as last year.—Henry Fose, agt. Ellsworth M. & E. Co.

Hill City, Kan., Apr. 23.—Wheat looking fair; acreage same as last year; 25% of the wheat will be abandoned and put into other crops.—E. Kerns, agt. Morrison Grain Co.

Dorrance, Kan., Apr. 27.—Wheat damaged 50%; early sown is looking fine. Corn is being listed and acreage will be some greater than last year.—J. J. Weber, agt. Weber & Co.

Hoxie, Kan., Apr. 23.—Not over 10% of the wheat damaged; acreage 20% larger than last; 5% in farmers' hands. Corn acreage will be smaller than last year.—C. F. Crofoot.

Ellis, Kan., Apr. 26.—Wheat looking fair; may have 2% of a crop; 5% of old wheat in farmers' hands. Corn acreage double that of last year.—A. Plattner, agt. Ellsworth M. & Eltr. Co.

Dorrance, Kan., Apr. 27.—Weeds are getting the best of some of the wheat. We will have around 60% of a crop; 5% of old wheat in farmers' hands.—Wm. Meyer, agt. Western Star Mill Co.

Victoria, Kan., Apr. 27.—Wheat acreage same as last year; 10% of the wheat in farmers' hands.—N. Hubbs, agt. Weber & Co.

Winfield, Kan.—Cowley County will not have over 25% of a wheat crop, as it is alive with chinch bugs; a good rain might drive them out.—C. W. Dorman, mgr. Southern Kan. Grain Co.

Winfield, Kan., Apr. 29.—Wheat poor on account of chinch bugs, and rain is needed badly or we will have no crop; do not expect over 2% of a crop as it is.—John Rawlins, mgr. Kelsey-Beverly Grain Co.

Ellis, Kan., Apr. 26.—Late sown wheat is badly damaged and weedy; early sown is in good condition and may make 70% of crop; 7% of the wheat in farmers' hands.—E. L. Allman, agt. Wheatland Eltr. Co.

Grainfield, Kan., Apr. 25.—Wheat was never in better condition than now on 10% greater acreage than last year. Speltz coming up nicely, 50% larger acreage than last year.—F. O. Hanson, mgr. F. D. Sperry.

Gorham, Kan., Apr. 27.—Wheat in fair condition; 30% winter killed; may have 60 or 70% of a full crop; acreage same as last year; 10% of the old wheat in farmers' hands.—F. I. Houser, agt. Hoffman Eltr. Co.

Osage City, Kan., May 6.—Fine rains this week will stop chinch bugs working in wheat and oats and may cause some corn to be replanted; wheat won't be over half a crop here.—F. B. Bonebrake, pres. Osage City Grain & Eltr. Co.

Quinter, Kan., Apr. 25.—Wheat prospect better than last year at this time; 5% damaged; 10% more wheat sown than last year; about 5% of the wheat and 15% of the corn in farmers' hands. Farmers are planting corn.—A. J. Slaughter, agt. J. F. Jones.

Hays, Kan., Apr. 26.—Under favorable conditions we will have 80% of a full wheat crop on same acreage as last year. Not over 5% of the wheat in farmers' hands. Acreage of corn will be 20% greater than last year.—Wm. Rocunfeldt, agt. Midland Eltr. Co.

Hill City, Kan., Apr. 23.—Wheat in normal condition; short acreage; moisture needed; 18% of the wheat and 35% of the corn in farmers' hands. Farmers are listing their corn, and acreage will be 10% greater than last year.—John R. Ashcroft, agt. Hoffman Eltr. Co.

Kansas City, Kans., Apr. 27.—F. D. Coburn, sec'y of the Kansas board of Agri., issued a report today showing a loss of 1,940,000 acres of wheat in Kansas and a condition of 76% on 4,500,000 acres left standing. He uses 17 1/2 bus. as a normal yield for the state. On this basis his report indicates 59,800,000 bus., which is within 400,000 bus. of our own report issued Apr. 5.—Logan Bros. Grain Co.

Topeka, Kan., Apr. 27.—Reports of correspondents indicate that the area sown to winter wheat in the fall of 1909 approximated 6,478,000 acres, or more by about 92,000 acres than in the fall preceding. Reports also indicate that of this total acreage, 30% is such a failure that the ground will be devoted to other crops, a considerable portion of it having already been sown to oats. Deducting this 30% leaves 4,532,000 acres standing, on which the condition averages for the state 76% of a good stand and satisfactory condition. This failure of nearly a third of the area sown is ascribed chiefly to "winter killing," altho there is much diversity of opinion as to the specific cause, some saying that the wheat was "smothered by the long-continued coating of ice;" others that it was "the severe freezing when the ground was over-saturated;" still others ascribe it to the alternate "freezing and thawing" upheaving the soil and leaving the plant roots exposed or broken. A block of about a dozen counties in the northeastern corner of the state (not, however, conspicuous for their aggregates of wheat) experienced very discouraging conditions resulting in complete failure in many neighborhoods, amounting to 96% of the acreage in Jackson County. Generally the smaller losses were in the western half and in the southeastern corner of the state, as are, likewise, the better average conditions of the growing winter wheat, the highest being 95% in Comanche, 94% in Clark and Seward and 92% in Edwards and Hodgeman Counties. While no figures are now available on the acreage sown to oats, their condition for the state is 83%.—F. D. Coburn, sec'y Kansas Dept. of Agri.

KENTUCKY.

Frankfort, Ky., May 1.—The condition of the wheat crop is 88, against 94 April 1 and 81 for May 1, 1909. A large area is planted in corn and the condition is good.—M. C. Rankin, Commissioner of Agriculture.

Dycusburg, Ky., Apr. 26.—About twice as much wheat raised here this year as last. It looked good until the snow that fell Apr. 23, which has hardly damaged the wheat, tho some farmers who have corn up think they will have to replant that. Wheat all out of farmers' hands and they are holding corn for 75c at the crib.—C. H. Cassidy.

MARYLAND.

Clear Spring, Md., May 5.—Growing crop looks well and should make an average yield, altho too early to say much with certainty. Very little movement of grain at present, not much on hand and that is being held for better price.—W. S. Corbett.

MICHIGAN.

Capac, Mich., May 3.—April was an exceptionally wet month, and present prospects for May are bad. Crops in this section are not looking well. More than 50% of the wheat has been killed.—H. P. Stoughton.

Lansing, Mich., May 6.—Average condition of wheat is 86, compared with 88, average condition Apr. 1; 3% of the wheat will be plowed up because of winter killing; 2% of the wheat was damaged by the Hessian fly; 87,839 bus. of wheat was marketed by farmers in April at 120 mills and 66,492 bus. at 84 eltrs. and to grain dealers, making a total of 154,331 bus.; 98 mills, eltrs., and grain dealers report no wheat marketed in April. The average condition of rye is 92. The acreage of oats sown is 100, compared with the average for the past five years.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Canton, Minn., May 7.—A few have planted corn in this vicinity, but farmers are hesitating on account of the prevailing cold weather. Grain is growing very uneven. We need rain badly.—X.

Pipestone, Minn., Apr. 28.—Cold weather of the last 10 days has done more damage than was at first thought. In some instances wheat fields are being resown to oats, and oats sown early are being plowed up to sow the ground to flax or plant corn. Most of the barley sown had not been in the ground long enough to sprout, consequently was not hurt much.—I. L. Demaray, mgr. Farmers Co-op. Co.

Minneapolis, Minn., May 6.—Reports sent out from Minneapolis are that the fields of South Dakota are developing from 10 to 40% damage. Our own observers there have reported some poor fields of durum, due to bad seed, and some damage to oats, due to high winds and frost. How great the damage to these crops is we will not know, because there is still plenty of time to reseed these fields. All crops except durum and oats are reported to be in first-class condition. We have no reports of damage of any character to the fields in Minnesota and North Dakota. Rain would be welcomed in some districts, but is not badly needed anywhere. Practically all seeding is completed and corn ground is being prepared. The outlook seems to us to be satisfactory in every way, except as to the oats and durum in South Dakota, and there is every reason to believe that that damage is small and will be overcome by re-seeding.—Van Dusen-Harrington Co.

MISSOURI.

Columbia, Mo., May 7.—Condition of wheat is 70.5, against 67.5 on Apr. 1, and 85.1, the 10-yr. average on May 1. Of the wheat 18.1 per cent has been plowed up. As the acreage seeded to wheat last fall was figured at 1,923,887, this means a reduction of 348,224 acres, leaving the present acreage 1,575,663. The condition of the oat crop for the state is placed at 83.2, compared with 82 one year ago. A revised estimate of the 1910 oat crop places it at 110 per cent, as compared with the 1909 crop of 698,653, making the 1910 acreage seeded to oats 768,518. Twice as much corn has been planted as had been planted at this time last year. The 10-year average for the state shows 34.9% of the corn planted on May 1. Corn is coming up somewhat better than had been expected, owing to the unfavorable weather, yet it is estimated that 23.5% of that which has been planted will have to be replanted. Corn land plowed is placed at 80.1%. The indications at this time are for a somewhat larger acreage than last year, altho the next thirty days may change this.—T. C. Wilson, sec'y Missouri State Board of Agriculture.

NEBRASKA.

Hastings, Neb., Apr. 11.—From Hastings to Glenville damage about 10%; Glenville to Fairfield, 25%; Fairfield to Edgar, 20%. Around Hastings the wheat looks nice, but farther on not so nice.—L. A. Graham, agt. Stromer Grain & Supply Co., Muriel (Glenville P. O.), Neb.

Lincoln, Neb., Apr. 9.—The South Platte country had little corn last year and California and Colorado drew on us all winter; consequently, most of our corn is gone. Lots of corn planting this year, some oats and spring wheat. Corn planting will start Apr. 20. Condition of ground is good. Damage of from 35 to 50% to winter wheat.—J. S. Ewart, E. Gr. Co.

Kansas City, Mo., May 5.—On basis present condition of growing winter wheat in Nebraska, the present promise is for a crop of 35,730,000 bushels, a loss of 21.6%, or 9,860,000 bus. from last year's final yield. These figures result from personal inspection of a substantial part of the winter wheat area, and from the averaged reports of more than 400 grain men and millers out in the state. There is an increase of from 300,000 to 400,000 acres of winter wheat as compared with a year ago. The loss is greatest in the Southeastern part of the state, where the acreage sown is not large. The big central wheat belt is in the best condition and the western counties promise a much larger yield than a year ago. Weather conditions from this time forward may further reduce the crop. About 5,800,000 bus. or 13% of old wheat back in farmers' hands.—Logan Bros. Grain Co.

OHIO.

Bowling Green, O., May 3.—Wheat is looking good. Acreage is not large, and about 20 per cent plowed up for oats. Oats are growing nicely, acreage larger than year ago, and have thus far stood cold weather. About 25 per cent of old crop is left in farmers' hands. Farmers are still holding about 40 per cent corn for higher prices. Planting new crop has commenced, and receipts are light.—Huffman & Co.

Columbus, O., May 1.—The present condition of the growing wheat plant is 85 per cent, an advance of 2 per cent since our last report. On the corresponding date one year ago its condition was estimated at 66 per cent. The present harvest should exceed that of 1909. The damage done by insect pests is immaterial. The area sown to oats during the year 1909 is 1,592,167. The area sown this year compared with the area sown in 1909 is 98 per cent. The estimate oats area for 1910 is 1,556,823 acres. The area of spring barley sown, compared with that of last year is 92 per cent. The condition of winter barley, compared with the standard average is 88 per cent. The total area of barley sown last fall is 26 per cent. That sown this spring is 74 per cent.—Ohio Dept. of Agri.

OKLAHOMA.

Custer City, Okla., May 5.—Had a fine rain May 4-5; wheat and oats looking fine.—M. J. Long.

Hopeton, Okla., Apr. 27.—Wheat is looking good in this part of Woods Co.; some reports of damage by chinch bugs.—P. C. Burge, mgr. Hopeton Eltr. Co.

Thomas, Okla., Apr. 30.—All growing crops look good, but have been held back by the cold and winds from the north; rain is needed.—H. W. Anderson.

Blackwell, Okla.—Wheat one-fourth of a crop; oats fair stand, but needing rain badly. Large acreage of corn with a good stand; 25% of the corn in farmers hands.—J. W. Moberley & Son.

Tonkawa, Okla., Apr. 27.—Wheat in Kay Co. is short and has no stools; a great deal is being plowed up and put into corn; it will not amount to more than one-half of a crop.—Cassidy Grain Co.

Ponca City, Okla., May 2.—Wheat promises 1/4 of a crop. Corn good. With rain, oats will make 2/3 of a crop; acreage double that of last year. Not over 8% of corn in farmers hands.—J. M. Shornden.

Guthrie, Okla., May 3.—Wheat looks fine; acreage 20% larger than last year. Corn acreage also will be greater; condition fair. Oats in good condition, but need rain.—A. M. Williams, mgr. Guthrie Mlg. Co.

Oklahoma City, Okla., May 6.—Crop conditions thruout Oklahoma looked rather gloomy until yesterday, when a general rain came in the nick of time to save our deteriorating crop.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Bliss, Okla., May 2.—Crop outlook poor. We need rain. Corn acreage 25% larger than last year; wheat acreage 50% less; condition 40%; Oats acreage 25% larger; condition 50%; 5% of the corn in farmers hands.—J. H. Ledbetter, agt. D. J. Donahoe.

Ponca City, Okla., May 2.—Wheat crop dry and full of chinch bugs; we may average 6 bus. per acre. Prospects for corn good on acreage 20% larger than last year. A large acreage of oats out, good stand, and with rain will make a fair crop.—W. F. Oates Grain Co.

Blackwell, Okla., Apr. 30.—Crops in bad condition; chinch bugs and dry weather are eating up the oats and wheat; acreage of oats and corn is 30% larger than last year. Some of the early corn will have to be replanted on account of the dry weather.—F. E. Martin, treas. Blackwell Grain Co.

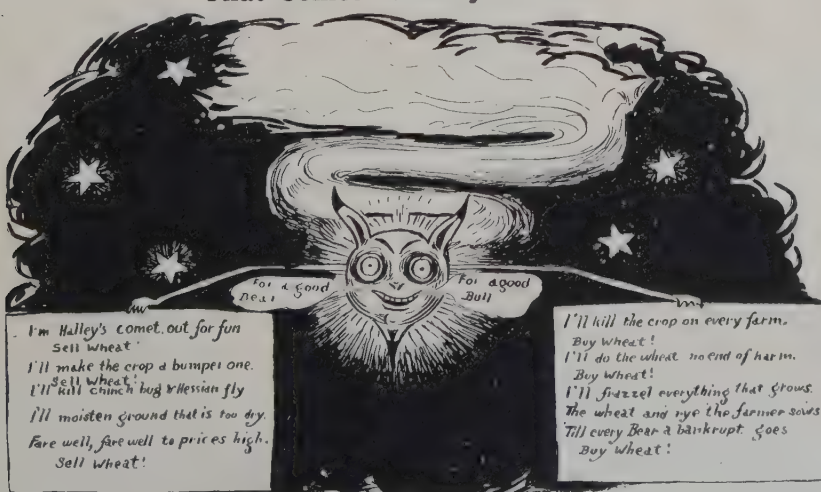
Blackwell, Okla., Apr. 30.—Wheat is looking awful poor; chinch bugs were never worse than they are at this time; oats are not as they should, and corn is not coming on account of lack of moisture. Acreage of corn and oats is considerably larger than last year. One-half of the wheat has been abandoned.—H. Stauffacher.

Blackwell, Okla., Apr. 30.—Wheat crop looks very discouraging; chinch bugs are causing a whole lot of trouble. We have had the most unfavorable spring this year for several years. Oats and corn are dry and need rain soon or chinch bugs will get the best of them also.—J. Vandenburg, mgr. grain dept. Blackwell Mlg. & Eltr. Co.

Orlando, Okla., May 2.—Prospect for wheat not very good; acreage 10% greater than last year. Oats in poor condition; will make a half crop; acreage 25% larger than last year. Corn is getting along nicely and acreage is 125% of last year's; 10% of the corn and 5% of the oats in farmers' hands.—P. J. Meagher, mgr. Donahoe Bros.

Ponca City, Okla., May 2.—Under most favorable condition wheat will not make over 1/4 of a crop; from here to Medford there will be no wheat, as the chinch bugs have taken all of it. Corn acreage increased 25% and prospects good. Half of our oats will make a fair crop, the other half has been injured by dry weather.—J. S. Hutchins.

That Comet—Take your choice!



From J. F. Zahm & Co.'s Daily Circular.

Ponca City, Okla., May 2.—Wheat poor, acreage small; acreage of corn about the same as last year. Oats acreage considerably increased. Dry, cold weather has retarded the growth of oats; prospect hardly fair, altho the rain last night will do much good; chinch bugs are bad here, and unless we get much rain they will take the crops before they mature.—D. J. Donahoe, mgr. Ponca City Mlg. Co.

Mulhall, Okla., May 3.—Wheat acreage 10% larger than last year. Farmers have changed from wheat to cotton on account of the high price of cotton. Wheat looked as if it would make a full crop a month ago, but dry, cold weather has damaged it fully 50%. The acreage of oats very large, but crop backward in growth. Prospect for corn very good on same acreage as last year; 5% of the corn and oats in farmers' hands.—J. J. Donahoe.

Guthrie, Okla., May 1.—Average condition of wheat on Apr. 25 was 87.6%, compared with 92.5% for last month and with 74.1% for Apr. 25, 1909; 1.1% of winter wheat will be plowed up; maximum damage to wheat from chinch bugs is reported in Kay County. Average condition of corn is 91.2%, compared with 81.9% on May 25, 1909; acreage of corn, as compared with last year, is 111.0%, or 5,121,788 acres. Average condition of alfalfa on Apr. 25 was 92.5%, compared with 90.4% a month ago and 79.4% on Apr. 25, 1909. The estimated total acreage of alfalfa is 184,999, compared with 24,817 acres planted in 1910, and an increase of 48.2% over acreage in 1909. The acreage of oats is 516,337, compared with 456,106 acres in 1909; condition of oats on Apr. 25 was 90.9%, compared with 88.0% a month ago and 71.2% on Apr. 24, 1909.—Okla. State Board of Agriculture.

PENNSYLVANIA.

Mascot, Pa., May 7.—Wheat crop is above the average of the past few years; 20% of last year's crop is in farmers' bins and they refuse to sell since the late break.—J. K. Ressler.

SOUTH DAKOTA.

Grover, S. D., Apr. 29.—Crops are looking fine and ground is in finest condition. Very little damage done by snow and frost.—R. A. Ziebarth, agt. Northwestern Eltr. Co.

Wakonda, S. D., May 9.—Crops are looking good and corn planting will be in full blast this week. Corn that was out in the field all winter is in pretty fair condition.—E. A. Harseim, mgr. Farmers' Elevator Co.

Baltic, S. D., Apr. 23.—We have had no frost during the entire month of March, but have had dry, cold winds and heavy frost this month, and unless rain and warm weather comes, oats and barley will be damaged materially.—E. J. Oyan, mgr. Farmers Eltr. Co.

TEXAS.

Ft. Worth, Tex., May 5.—Crop prospects in Texas are good for 16,000,000 bus. wheat and 25,000,000 bus. oats.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Cleburne, Tex., Apr. 22.—Prospects for a bumper grain crop were never better, especially wheat and oats, cold weather hurting corn some.—N. W. Smith.

Hillsboro, Tex., May 7.—Grain crops limited in acreage and poor in prospect; weather has been very dry for the past three weeks, but we had a light rain last night, ending in a dry north wind to-day.—Hillsboro Grain Co.

Higgins, Tex., May 7.—Crop conditions in this part could not be more favorable. With an abundance of moisture during the winter which thoroughly soaked the subsoil and good rains lately, which have thoroughly soaked the surface, a good crop is almost assured. Less than 5% of the wheat crop damaged. Old wheat all marketed. Corn about all planted, most of it with a good stand, and some being cultivated.—A. C. Teter, mgr. Cozart Eltr.

WISCONSIN.

Madison, Wis., May 1.—Condition of winter wheat, 95; winter rye, 93. Usual average of winter wheat, rye and oats, and meadows, other than clover. The acreage of spring wheat, which has not been large in recent years, is increased 8% from last year, and on account of the almost ideal winter conditions, clover meadows show an increase of 2%, while barley acreage drops slightly off.—John M. True, sec'y State Board of Agri.

I thought I could get along without the Grain Dealers Journal, but I have changed my mind.—W. J. Long, mgr. Farmers Elevator Co., West Brooklyn, Ill.

GOVERNMENT CROP REPORT.

Washington, D. C., May 9.—The United States Department of Agriculture estimates on May 1 the area of winter wheat to be harvested was about 29,044,000 acres, or 714,000 acres (2.5%) more than the area harvested in 1909, and 4,439,000 acres (13.3%) less than the area sown last fall, 33,483,000 acres.

The average condition of winter wheat on May 1 was 82.1, compared with 80.8 on Apr. 1, 83.5 on May 1, 1909, and 86.7, the average for the past ten years on May 1.

The average condition of rye on May 1 was 91.3, compared with 92.3 on Apr. 1, 88.1 on May 1, 1909, and 89.4, the average for the past ten years on May 1. Details for winter wheat and rye states follow:

States.	—Winter Wheat.—		—Rye.—	
	Per cent Abandoned	Remaining to be harvested	Cond. May 1	Cond. May 1
Kan.	35.0	4,027	65	84
Neb.	28.5	1,978	67	83
Ind.	5.0	2,627	82	77
Ill.	7.0	2,139	80	78
Mo.	17.5	1,821	73	82
Penn.	2.3	1,556	93	88
Ohio	4.5	1,944	86	70
Wash.	8.2	676	95	93
Okla.	3.0	1,556	87	81
Mich.	5.5	869	84	82
Cal.	5.0	1,088	94	81
Ore.	6.0	467	95	93
Md.	1.1	794	93	96
Ida.	4.0	345	98	93
Va.	2.8	785	92	98
N. Y.	1.5	444	97	85
Tenn.	6.5	887	83	92
Ky.	6.5	731	83	84
Mont.	15.0	258	98	87
N. C.	3.0	652	85	92
Tex.	3.3	1,252	91	60
W. Va.	3.5	404	90	92
S. C.	4.3	453	81	89
Utah	5.0	155	94	93
Iowa	28.0	126	77	87
Colo.	10.0	104	94	94
Ga.	5.8	268	83	93
N. J.	3.0	111	96	97
Ark.	3.0	181	92	87
Del.	1.8	118	98	96
Wis.	5.0	66	92	84
Ala.	8.0	123	80	91
Wyo.	4.8	37	94	96
Miss.	5.0	2	87	91
Minn.	89

U. S. 13.3 29,044 82.1 83.5 91.3 88.1

*Three 000 omitted.

Of spring plowing 80.3% was completed up to May 1, compared with 64.1% on May 1, 1909, and a ten-year average on May 1 of 66.0%.

Of spring planting 65.0% was completed up to May 1, compared with 51.9% and 54.7% on May 1, 1909 and 1908, respectively.

To Paint Cement.

The painting of cement satisfactorily has always been a problem to builders. Hitherto, the judicious use of acids has given the best results. Two coats of commercial dilute hydrochloric acid and water should be applied to the cement, with an interval of two days between the applications. Before painting, the frothy efflorescences and globules remaining on the surface must be wiped off carefully. Oil paint may be applied after each operation, when the cement is quite dry.

An old process was to clean the cement, thoroly, as described, and then apply one or two coats of yellow wax, dissolved in spirits of turpentine. Oil paint may be put on when this is dry, but care must be taken to make the first coat very thin, so that it will sink into the cement.

The Armour Grain Co. has established an office in the City of Mexico, with Jose Caballero as representative for the Republic.

Advices received Apr. 21 indicate that the Scott anti-future bill will come up for a vote in the national house of representatives Apr. 30.

The Millers National Federation at Chicago Apr. 8 elected Dwight M. Baldwin, Jr., of Minneapolis, pres., and re-elected A. L. Goetzmann, sec'y.

Cobs

MALT—A humble grain which often gets into a ferment, cools off and becomes *Stout* in its old age.

I am glad to note that the Grain Dealers Journal is getting better as time goes on.—Chas. T. Pierce, Van Wert, O.

Tillie sed to Lars: "Vot baen a bucket-shop?" Lars sed: "Dets a place vare a fallar gets soaked."—Knute Knuteson.

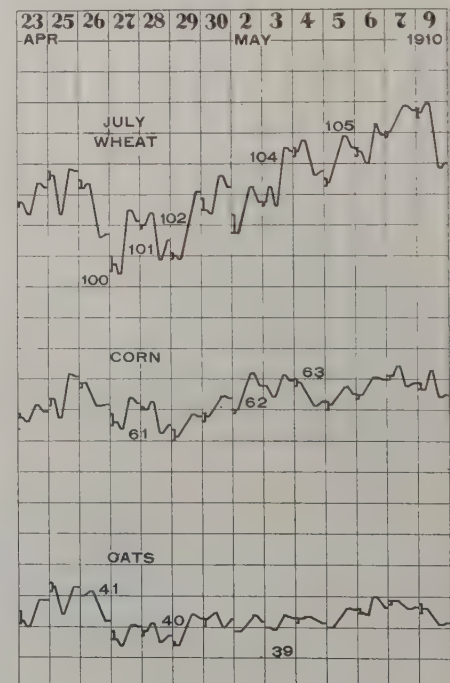
I am well pleased with the Grain Dealers Journal, as I get so many useful points from it.—W. E. Proctor, Gibson City, Ill.

The two largest gas engine blowing units ever manufactured in this country are being built for the American Steel & Wire Co. for the Central Furnace plant at Cleveland. These engines have a maximum capacity of 5,000 h.p. each, and are of the twin-tandem, double acting type.

The direct effect of the Scott anti-future bill would be to destroy the hedging process, by means of which cotton buyers all over the country are able to protect their transactions and supply the farmer with a ready market; to destroy or materially curtail the buying power and the number and importance of the interior markets; to force into speculative ventures or else out of business spot cotton buyers who do not want to speculate; to substitute the lower foreign exchange quotations for the higher American quotations on the basis of the price paid the farmer for his cotton and then promote a foreign spinner trust; and finally to depress the price of cotton to the injury of the farmers, bankers, merchants and all who are interested in the chief trade asset of the south.—W. D. Thompson, pres. New York Cotton Exchange.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to May 10 are given on the chart herewith.



New Concrete Storage Plant at Argo, Ill.

Another concrete grain storage plant has been added to the long list erected by grain handling firms seeking fireproof storage. The latest is a nest of 20 tanks and 9 interspaces built on a concrete slab foundation at Argo, Ill., for the Corn Products Refining Co. This plant which is illustrated herewith is much like the plant designed for this company by James Stewart & Co., at Waukegan, Ill., the forms and materials purchased for that plant, having been used at Argo. Each of the 20 concrete tanks is 20x110 ft. hopped, and having four openings in the bottom so that they are virtually self-cleaning.

Each one of the tanks is equipped with a Zeleny Thermometer which measures accurately the temperature of the corn at different depths in the tanks. These thermometers have terminals 10 ft. apart in each of the 2½ inch hydraulic pipe conduits which are suspended from above and extend down thru the center of each tank. Galvanometer or reading instrument is located in an office over the bins. Nine readings being provided for each tank, so that when the grain starts to heat this will be plainly indicated on the dial of the Galvanometer.

The concrete cupola contains one 30 inch belt conveyor with tripper for diverting grain to any bin. The tank walls, which adjoin one another, are of uniform thickness from top to bottom and are reinforced with steel. A small General Electric motor at end of bridge from the working part operates the conveyor over tanks, and another motor at the mouth of tunnel below tanks operates the two belts running under the bins. A cross conveyor from working house in conveyor galley above, which is supported by a steel trestle, and another in the tunnel underneath, carries grain to and from the tanks.

The working house which is of steel covered with corrugated iron is 47.8x81.8

x179 ft. high. All floors are of concrete. Above the working floor are six bins of 5000 bu. storage capacity each. The grain is elevated from sinks to top of working house by two legs each having 24 in. buckets, and delivered to a 50 ton scale having a steel hopper. From this hopper the grain is dropped to a shaker screen, then passed over magnets, thru an aspira-

tor and is then dropped into another 50 ton scale with steel hopper, so as to give an accurate check on the dirt removed from the grain received. A General Electric motor of 110 h.p. operates the cross conveyor, the legs and machinery on the upper floors.

In the track shed adjoining the working house are two 100 ton track scales.



Working House, Drier, Car Shed and Tanks at Argo, Ill.



Concrete Tanks of Corn Products Refining Co. at Argo, Ill.

From cars on these scale platforms grain is drawn by power shovels to the sinks below the tracks from which grain is carried to the elevator boots in the basement. The car puller, shovels and cross conveyor in tunnel are operated by another motor placed on the first floor. No wood was used in the house. All machines and equipment are of fire proof material. It was designed to be a one man house, all motors being thrown in or out from the first floor and all scale beams giving a reading on the first floor.

Gravity tracks thru the receiving shed are on an up grade, so that they can be filled and cars permitted to roll down into track shed without use of power. Adjoining the working house is a Hess Drier of 15,000 bu. capacity per 10 hours housed in a steel frame corrugated iron covering.

The plant is absolutely fireproof as are many other buildings all about it. Every facility for the rapid handling of corn is provided. Each day this plant will consume 15,000 bus. of corn in the manufacture of its many products. The grain storage house, as well as the working house is so placed as to permit of indefinite enlargement to meet the greater needs of the company, and additions may be built from time to time.

Grain will be included with cotton in the Scott anti-future bill under an amendment Representative Fitzgerald of New York promises to offer.

Pointers for Country Shippers.

BY TERMINAL SUPERINTENDENT.

During 28 years of elevator experience I have daily come across conditions good, bad and indifferent which give ample food for thought.

Looking back a few years I may safely say, from personal observations and study of conditions under which grain arrives from country stations, it appears that grain coming to the Chicago market is, in quality and condition below that which came here prior to the advent of grain cleaning machinery, or in other words, the scalping house.

Looking at the matter from all angles, it seems that the country operator, knowing the terminal facilities for cleaning and drying grain, has become more careless than before and takes for granted that the terminal operator, with all his cleaning devices and profits from by-products, will give a top price for grain regardless of how badly mixed with seed and offal and excessive moisture. Under certain market conditions this may be so, but usually he receives only what his grain is worth, quality and condition considered.

Hundreds of cars arrive in this market heavily mixed with rank seeds of every description and a bungling mixture of inferior grain with good grain. By a judicious use of cleaning machines, intelligent blending and conditioning of grain and a knowledge of grain inspection rules and grading would materially overcome this defect. It seems as tho some country shippers delight in seeing how much dirt and offal they can sweep from floors and empty bins into one car.

Judging from amount of rank bin-burnt oats, there must be many houses where the grain is allowed to remain in bins, get red hot and not turned over until the entire lot is the color of mahogany. To get rid of this, 10 or 20% is mixed with high-grade oats, thereby lowering not only quality, but value.

This may be obviated. Take the grain as it comes to the country elevator. A wise operator will be very careful to keep the different qualities separate, either for straight shipment or for blending purposes. Under no condition will the operator allow his house to become blocked; he will always keep one bin open for transfer, for in this manner only can he air and condition his grain. After dividing the grain into lots he will turn it over; not once, but as often as necessary to get it *cold, dry and sweet*. This done, put it over a separator, remove the dirt and seeds, after which use the proper percentages of the different lots in blending the grain for shipment, ever keeping in mind the better the quality the better will be the price. There are plenty of cash buyers, especially of oats, who base price on quality and condition, ignoring inspection entirely. If your elevator has no separator, install one and use it; save the seed—there is always a market for it. The dust separators will reduce coal bills.

When ready to fill a bin with grain different than it formerly contained, see that it is well cleaned. Examine all bins and spouting occasionally to detect leaks. Leaky spouts and bins are responsible for much of the mixed grain shipped.

Insist on clean, sound, waterproof cars and see that they are properly coopered.

I believe if the country elevator man will study the character of each lot of grain he buys, carefully noting its condition and carrying capacity, if he knows

how long it may remain in bin before being turned over and the size and amount of seed it contains, he will be in a better position to handle it advantageously and with a minimum amount of shrinkage.

Weather conditions must be considered when handling grain. A damp or rainy day is a poor time to turn grain, as more or less moisture will be absorbed. A bright, dry day is the best time for transferring and putting grain in condition.

Corn, especially winter shelled, containing excessive moisture, is a proposition by itself. Few country elevators contain coolers (not dryers). Such corn can be greatly improved by turning over. Keep a small amount of grain in bottom of bin and also keep elevator hopper full while transferring; this will help to keep the corn from breaking. It acts as a cushion and prevents mealing the grain.

Summing up the whole matter, we get down to three propositions, viz.: Air the grain thoroughly, Clean it fairly well and Load into sound equipment, and I think the country elevator man will get a great deal more profitable returns from grain shipped to terminal markets.

A word of warning to the old, near-artist, who still insists on plugging cars. I would warn him that the terminal elevator man is ever on the watch for this deception and very few cars get by him. What profit is there in ruining an entire load of grain simply to try to get rid of a few bushels of decayed corn, or what not? If you must put it in, place it where it will do the least damage; then possibly you may get a fair price for part of the load.

A flax twine factory may be established at Aberdeen, S. D.

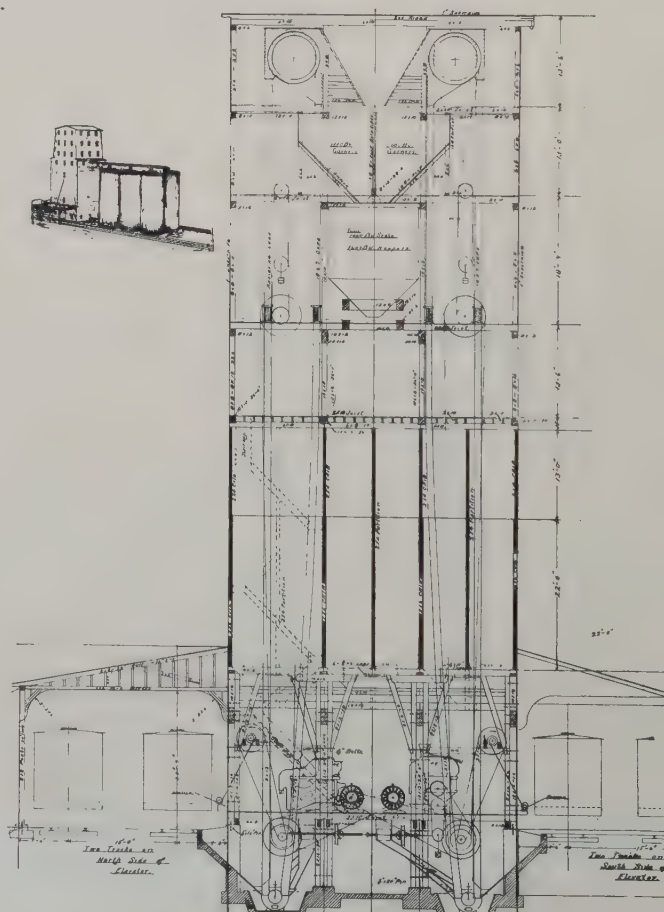
A Rapid Handling Transfer and Cleaning Elevator.

The tendency of recent years is for grain dealer operators to put up smaller rapid handling transfer houses, eliminating the storage feature and providing the plant with reinforced concrete storage tanks to carry the bulk of the grain where it is safest and needs the least insurance.

A grain drier and cooler and bleacher equipment must now be considered indispensable to the grain man's business. While the grain drier in particular, may not be a money-maker it is a money-saver, enabling the grain merchant to save his grain and put it in condition to grade, thereby bringing him better prices and enabling him to fill his contracts.

A modern plant along these lines was recently designed by Fred Friedline & Company of Chicago to be erected for C. B. Munday & Company at East St. Louis as shown by the plans printed herewith. By referring to the main cross section it will be seen that the elevator is arranged with double tracks on either side of the house and that the machinery is arranged to receive grain and to ship both bulk grain and sack grain from either side, in fact, each side of the house is separately equipped with machinery and driven with its own motor by means of rope drives.

In this house are two receiving elevators with 18"x7" cups, two sets of double power shovels and a double drum car pulling equipment with steel cables running through Friedline Radial Car Puller sheaves, which facilitate the moving of cars on any of the tracks. There are also two house legs, or cleaner legs,



Cross Section of Transfer and Cleaning House at East St. Louis, Ill.

having 14"x7" cups. Located on the working floor is a double receiving separator and a combination oat clipper and cleaner with provisions made for installing two more of these machines later.

All of the bins in the working house, nineteen in number, with four special sacking bins, have hoppers bottoms and will spout to any of the elevator legs or to the machines; the large bins have a capacity of 2,500 bus. and the small bins range in capacity from 1,000 to 1,800 bus. Located over the bins are two hopper scales of 1400 bus. capacity with 1600 bus. hoppers and over these scales are double garners which hold 1000 bus. each, making a total of four garners, or one for each elevator leg.

In dimensions this working house is 48x42x110 ft. high and has a holding capacity of 50,000 bus. Built adjacent to this elevator, as shown in ground plans, are six reinforced concrete grain tanks 12 ft. in diameter by 50 ft. high. These tanks and interspaces give a fireproof storage capacity for 30,000 bus. of grain. The tanks are filled by belt conveyor driven by an individual motor which takes grain from either of the hopper scales or elevator legs.

In the basement under the tanks are two 24 in. belt conveyors each driven from the line shafting in basement of elevator. One of these conveyors is arranged to take grain from all of the concrete tanks and the other conveyor is arranged to take grain from three of the concrete tanks and from the grain drier as shown in drawings. Provision is made for increasing the number of storage tanks.

The grain drier is located in a concrete building adjoining the tanks, the drier itself being built of reinforced cement work as designed by Fred Friedline and is to have a capacity for drying and cooling 7,000 bus. of grain per day. Over the drier is a concrete garner which will hold 1,000 bus. It can be filled either from the belt conveyor over the tanks or from a spout direct from the top of elevator.

All of the machinery in connection with this drier is driven with electric motors and the elevator is so arranged that one motor will perform the operation of elevating, drying and cleaning by running only the necessary amount of machinery required to do this work. Steam for the heaters in the drier and for heating the elevator and offices, is supplied direct at low pressure from a boiler installed for this purpose. All of the condensed water being returned for feed water at a temperature of 200 degrees.

Provisions are made for putting in bleaching towers at the end of drier next to elevator building, and for cooling purified oats through the grain drier. This entire plant was designed to be built at a cost of \$35,000 including the drier.

The architects are now preparing plans for a plant to be built for McCray, Morrison & Company at Kentland, Ind., along these lines, except that the transfer house will not have the four track arrangement, but will have a double driveway for receiving country business and with a separate ear corn department for taking care of ear corn without interfering with the receiving and shipping of small grain.

The Call Rule.

The Chicago Board of Trade maintains one of the great exchanges of the world for dealings in agricultural products, with grain and provisions among the leading commodities dealt in. Exchange hours are from 9:30 a. m. to 1:15 p. m., while the remainder of each day is devoted by its members to office and other work in carrying out the agreements entered into during exchange hours. It would be not only impracticable but impossible, as established in reason and by long experience of exchanges to conduct the business successfully in any other known way.

In this, exchange hours in exchanges are like banking hours in banks. Transactions are with the multitude and entered in memoranda. These memoranda have to be extended in full entries in the books, and commercial contracts in all cases are to be drawn, subscribed and exchanged, followed by legal or physical deliveries of the property in all cases as provided for in the exchange agreements.

Like the meetings of all responsible bodies, whether for the effectuating of government functions or commercial transactions, the business to be transacted must be done in an open and orderly way and under proper rules of procedure and just restraint. For this purpose rules are adopted and to carry out the regulations officers are appointed and authorized to see to it that strict integrity is maintained and that any tendency to injustice is effectually restrained.

Every offer to sell any commodity is in the open, as is every bid for a purchase, while the full and equal rights of all are securely maintained. Buyers and sellers of the civilized world for themselves or through their agents are or may be there to superintend every transaction in their behalf. No other system now exists or was ever created superior to this for fairness or equal and exact justice to all concerned.—Market Record.

Offers Without Reservation Must Be Filled if Accepted.

Before the Tri-State Board of Arbitration of the grain dealers ass'ns of Oklahoma, Texas and Kansas convened at Oklahoma City, Okla., Apr. 5th, 1910.

Early Grain Co.,
Amarillo, Tex.,
vs.

E. R. & D. C. Kolp,
Oklahoma City.

This is a cause appealed from the Oklahoma Grain Dealers Ass'n Arbitration Board to the Tri-State Board. This controversy from the evidence originates from a letter of the Early Grain Co., dated July 31st, to E. R. & D. C. Kolp of Oklahoma City, asking them to wire quotation on a car of bran delivered Plainview, Tex.

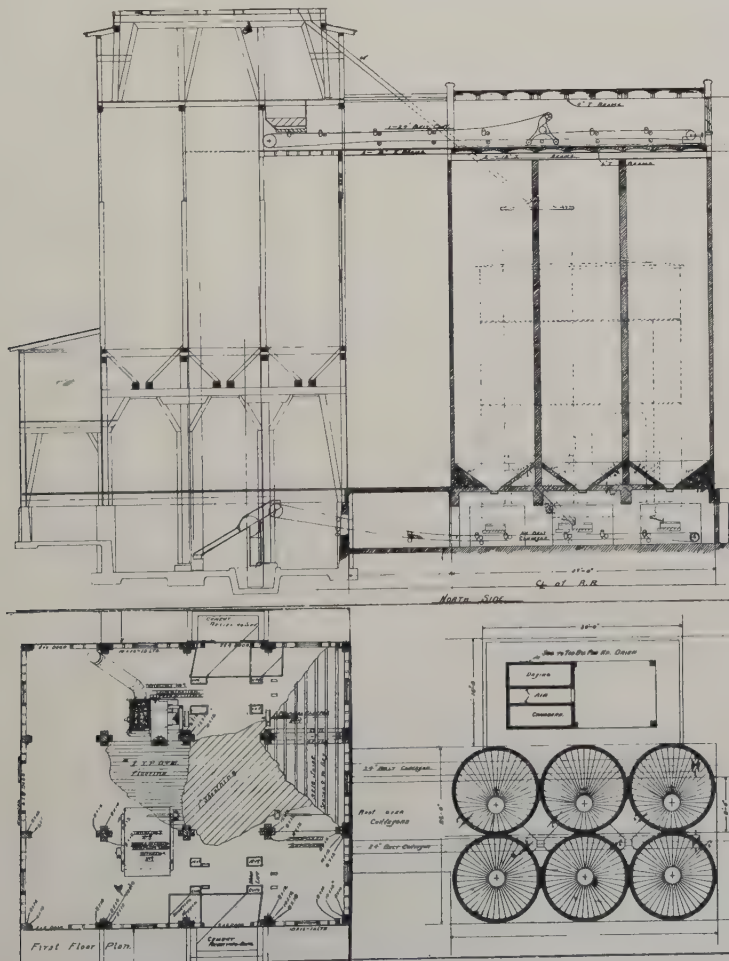
On Sept. 2d E. R. & D. C. Kolp wrote the Early Grain Co. and quoted the price of \$1.20 per 100, delivered Plainview.

On the 4th, the Early Grain Co. wired an acceptance of this quotation and asked them to ship the bran.

We find that no reservation was made by E. R. & D. C. Kolp, but they did make a firm quotation and nowhere appears on their letterhead any notice as to any confirmation being necessary, we hold that the Early Grain Co. did truly buy the bran, and that E. R. & D. C. Kolp is held as forfeiting this contract. We cannot accept the contention of E. R. & D. C. Kolp that it was a manifest error and that they should not be held to the quotation named. The acceptance of the Early Grain Co. was made in accordance with what we would term a reasonable length of time.

Therefore we render an award against E. R. & D. C. Kolp of \$12.00 and also the expense of this hearing, and instruct the aforesaid E. R. & D. C. Kolp to pay promptly the aforesaid Early Grain Co. the amount of this award.

J. H. Shaw of Oklahoma.
L. G. Belew of Texas.
H. Work of Kansas.



Longitudinal Section thru Working House and Tanks.

First Floor and Ground Plan of Transfer and Cleaning Elevator at East St. Louis, Ill.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Norf & West announces ICC No. 3796 on elevation allowances on grain at Cincinnati, O.; effective May 16.

Rules governing allowances for grain doors and bulkheads are announced by the Danville & Mt. M. in ICC No. 58; effective June 1.

Effective May 15, in ICC No. A5951 the Ill. Cent. has filed rates, rules, and regulations governing payments for grain doors or linings.

Effective May 25, the A. T. & S. F. announces Sup. 5 to ICC No. 4769, rules governing elevation allowance; correct list of participating carriers.

Rules governing furnishing and expense of grain doors at stations on Pontiac O. & N. are announced by Pontiac O. & N. Sup. 1, to ICC; effective May 28.

Rates, rules, and regulations governing elevation of grain at St. Louis and East St. Louis have been issued by the Ill. Cent. in ICC No. A5952; effective May 1.

In Sup. 1 to ICC, no. 6582, effective June 3, the B. & O. S. W. quotes rate of 10½c on grain and grain products from Vincennes, Ind., to Grand Rapids, Mich.

Ill. Cent. announces ICC No. A5950, containing rates, rules and regulations governing absorptions and elevation charges on grain at Chicago, Ill.; effective May 1.

Effective May 1 (Authority ICC Opinion 717), rates, rules and regulations, governing elevation of grain at Evansville, Ind., have been issued by Ill. Cent. in ICC No. A5951.

In ICC No. 2356, the C. I. & L. has quoted rates on grain and grain products from stations on C. I. & L. to Chicago, Englewood, Pullman Junction and Hegevisch; effective May 24.

In ICC No. 586, L. H. & St. L. states rules governing the allowance and methods of settling for grain doors furnished by shippers for shipments of grain forwarded via L. H. & St. L.; effective May 30.

ICC No. A5950, containing rates, rules and regulations governing payments for grain doors furnished at Chicago, Ill., and points within Chicago switching districts has been issued by Ill. Cent.; effective May 15.

C. C. C. & St. L. has canceled Sup. 1 to ICC No. 1843, barley and rye, C. L., from Milwaukee, Wis., to Evansville, Jeffersonville, New Albany, Ind., and Cincinnati, O.; new rates quoted by ICC A47, C. C. C. & St. L. JC100C; effective June 1.

Mo. Pac. has issued Sup. 2 to ICC No. A1416 on grain, grain products, seeds, hay and straw, from Missouri River points to stations in Missouri, Illinois, Tennessee, Louisiana, Mississippi, Alabama, Florida and Missouri; effective May 29.

Wabash announces Sup. 15 to ICC No. 735, 5327, quoting rates on grain and grain products between Chicago, East St. Louis, East Hannibal, Quincy, Ill., St. Louis and Hannibal, Mo., also lower Mississippi Valley and Louisiana points and stations in Missouri and Iowa on Wabash; effective May 23.

Sup. 1 to ICC No. E1019 on wheat, corn and oats has been filed by the Can. Pac. on shipments (ex lake) from Owen Sound, Ont., milled at Peterboro, Ont., and reshipped to Boston, Mass., 15½c; Hartford, Conn., 20½c; Providence, R. I., 19½c; Brunswick, 18½c; and Ells-

worth, Me., 20½c; elevation included; effective May 26.

Effective May 24, ICC No. C1368, Sou. Ry., rules governing payment of elevation charges on grain at Louisville, Ky.

Rules governing allowances for transfer of grain at Toledo, O., effective May 26, are announced by the T. & O. C. in ICC No. 1731.

In ICC No. A3396 the M. K. & T. has quoted rates on grain and grain products, and seeds between points in Iowa, Illinois, Kansas, Missouri, Minnesota, Nebraska and Wisconsin, and stations in Missouri, Kansas and Oklahoma; effective June 1.

On grain, including wheat, corn, oats, barley and rye the C. H. & D. has filed ICC No. 2486, covering drying or cleaning in transit at Chillicothe, O., applying where eltr. is located on C. H. & D. tracks; effective in state, May 3; interstate, May 24.

Effective May 24 in ICC No. 2532, the L. S. & M. S. quotes rates on grain and grain products from Chicago, South Chicago, Ill., and Indiana Harbor, Ind., to points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia.

ICC No. A5952 has been issued by the Ill. Cent. governing rates, rules and regulations governing payments for grain doors furnished at St. Louis, Mo., and East St. Louis, Ill., on other points within the St. Louis and East St. Louis switching districts; effective May 15.

Effective May 21, ICC No. 2807 has been filed by the N. Y. C. & St. L. on elevator dust, grain sweepings, oat clippings and oat hulls, from Buffalo, Buffalo Junction, East Buffalo, N. Y., Cleveland, O., and Fostoria, O., to Linden, Ind., Peoria, Ill., and Owensboro, Ky.

In ICC, No. 4851, effective June 2, the C. & O. announces rules governing the absorption of elevation charges at Cincinnati, O., and Covington and Newport, Ky., on grain destined to Lexington, Winchester, L. & E. Junction, Mt. Sterling and Maysville, Ky., Charleston and Huntington, W. Va.

Ill. Cent. has issued Sup. 1 to ICC No. A7786 on grain and grain products from Council Bluffs, Iowa, Omaha and South Omaha, Neb. (originating beyond), to stations on Ill. Cent. in Illinois, Wisconsin, Iowa and Minnesota; also Paducah,

Ky., and stations on Ind. Sou. in Illinois; effective May 30.

Design of Dust Collecting System

BY FRED MORRIS.

The trouble with the average dust collecting equipment installed in cleaning and transfer elevators is that defective piping causes back pressure and indefinitely multiplies the power needed to operate the fans. In many plants the meagre results obtained do not justify the expenditure. However, the Superintendent does not have to pay the bill for installation or operation and seldom recognizes the necessity of understanding his dust collecting system, so makes the best of it. A little study and careful observation often would relieve him of embarrassment and dust, and his employer of useless expense.

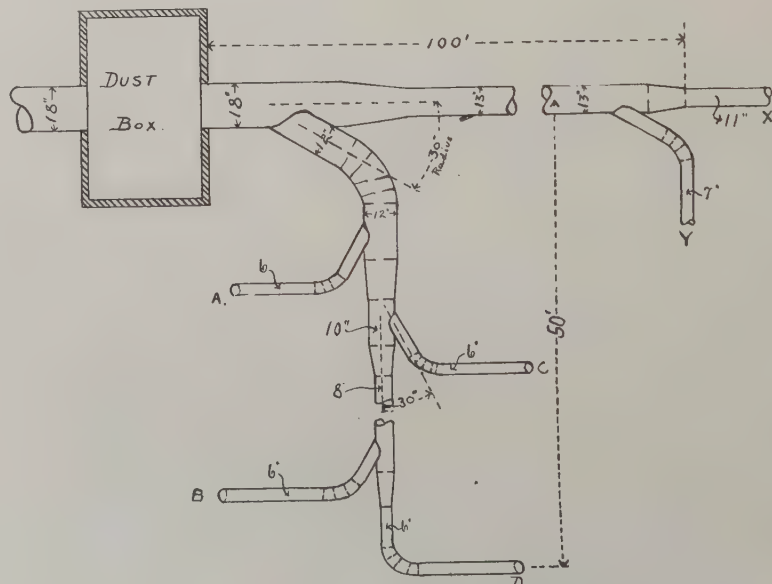
No branch of engineering demands greater exactness of construction than an exhaust fan piping system, if the results obtained are to be even approximately satisfactory.

The secret of successful working lies in the correct proportioning of main and branch piping, bearing in mind that the capacity of piping is as its cross-sectional area.

A correctly designed dust collecting system is shown in the engraving herewith. The dust box must be absolutely airtight. If no other pipes are attached to the end X leave that end open. Y is the pipe to dust collector. The inlet pipe of the fan should be of the same diameter as the outlet pipe.

I have received a great deal of benefit from the Grain Dealers Journal.—C. I. Evilsizer, Urbana, O.

Bi-sulphide of carbon has been used for exterminating grain infesting insects for over twenty years and very successfully. True, several explosions have occurred, but these have been traced directly to carelessness on the part of those who were applying the fluid. If every user of bi-sulphide of carbon would closely follow the directions sent out by the manufacturer, he would not only be able to destroy the insects with less cost, but he would also eliminate the danger of explosion and fire.



Correct Design for a Dust Collecting System.

Compulsory Construction of Side Track to Elevator.

The Supreme Court of the United States on April 4 decided two appeals from the Supreme Court of Nebraska involving the power of the state to compel a railroad to build a sidetrack or switch to a grain elevator.

The suits were brought by the Manley Co-operative Grain Ass'n of Manley, Neb., and the Farmers Elevator Co., of Strausville, Neb., both against the Missouri Pacific Ry. In the suit by the first named the state courts imposed a fine upon the railroad company, and in the second granted a mandamus compelling the railroad to construct a side track at Strausville. These judgments were reversed by the U. S. Supreme Court, Justices Harlan and McKenna dissenting.

The decision turned on the question of compensation to the railroad for the expense of putting in the side track, as shown by Justice Holmes, who delivered the opinion, which follows:

The statute in question provides that "every railroad operating in Nebraska shall afford equal facilities to all persons who desire to erect or operate, or who are engaged in operating, grain elevators, or in handling or shipping grain at or contiguous to any station of its road, and where an application has been made in writing for a location or site for the building or construction of an elevator on the right of way, and the same not having been granted within a limit of 60 days, the railroad company shall erect, equip and maintain a side track of suitable length to approach as near as 4 feet of the outer edge of their right of way when necessary, and in all cases to approach as near as necessary to an elevator that may be erected by the applicant adjacent to their right of way. Provided, however, that any elevator hereafter constructed, in order to receive the benefits of this act, must have a capacity of not less than 15,000 bus." Then follows a section making railroads liable for damages in case of wilful violation of the act (which contains other provisions beside the above), and imposes a fine. Session Laws of 1905, chap. 105, §§ 1, 6; 2 Cobbe's Supp. § 10,007, p. 410.

Under this act the Manley Assoc. applied in writing for a site for an elevator on the right of way, but the application was refused. Then notice was sent that the corporation intended to build near the end of a side track at the railroad station at Manley, and would expect an extension of the side track. The railroad company replied that it would give no track privilege. The elevator was built and a demand was made for a side track, repeating a previous offer to bear a fair share of the expense of the extension. This also was refused, and thereupon the first-mentioned suit was brought for the penalty imposed by the act.

The other suit is a petition for mandamus at the relation of the Farmers' Elevator Company of Strausville, Nebraska, another elevator corporation, and the facts are so like the foregoing that they do not need special statement. In both cases the railroad company set up that the statute was an attempt to regulate commerce among the states, and also was void under the 14th Amendment. After trials, the fine was imposed and the peremptory writ of mandamus was ordered, and both judgments were affirmed by the supreme court of the state. 81 Neb. 15, 174, 115 N. W. 614, 757.

Compensation.—There is no provision in the statute for compensation to the railroad for its outlay in building and maintaining the side tracks required. In the present cases, the initial cost is said to be \$450 in one and \$1,732 in the other, and to require the company to incur this expense unquestionably does take its property, whatever may be the speculations as to the ultimate return for the outlay. *Woodward v. Central Vermont Ry. Co.*, 180 Mass. 599, 602, 603, 62 N. E. 1051. Moreover, a part of the company's roadbed is appropriated mainly to a special use, even if it be supposed that the side track would be available incidentally for other things than to run cars to and from the elevator. Now it is true that railroads can be required to fulfill the purposes for which they are chartered and to do what is reasonably necessary to serve the public in the way in which they undertake to serve it, without compensation for the performance of some part of their duties that does not pay. *Missouri P. R. Co. v. Kansas*, Feb. 21, 1910. [216 U. S. 262, ante 330, 30 Sup. Ct. Rep. 330.] It is also true that the state has power to modify and cut down property rights to a certain limited extent without compensation, for public purposes, as a necessary incident of government,—the power commonly called the police power. But railroads, after all, are property protected by the Constitution, and there are constitutional limits to what can be required of their owners under either the police power or any other ostensible justification for taking such property away.

If, as intimated, the elevators with which the Missouri Pacific connects charge too much and wrong the farmers, there may be other remedies; but manifestly the apprehension expressed by the supreme court of Nebraska, that the company, unless checked, will have power to establish a monopoly, is not to be met merely by building another elevator,—the physical limits of that kind of competition are too easily reached. But if we assume that circumstances might make it reasonable to compel a railroad to deliver and receive grain elsewhere than at its own elevators, or those that it had made its own by contract, the circumstances must be exceptional when it would be constitutional to throw the extra charge of reduplicating already physically adequate accommodations upon the road.

This statute has no reference to special circumstances. It is universal in terms. If we were to take it literally, it makes the demand of the elevator company conclusive, without regard to special needs, and, possibly, without regard to place. It is true that in the first of the present cases the supreme court of Nebraska discussed the circumstances, and expressed the opinion that the demand was reasonable, and that building the side track would not cast an undue burden upon the road; and, in the second, it somewhat less definitely indicated a similar opinion. So it may be, although it hardly seems possible, that the sweeping words of the statute would be construed as, by implication, confining their requirements to reasonable demands. On the face of it, the statute seems to require the railroad to pay for side tracks, whether reasonable or not,—or, if another form of expression be preferred, to declare that a demand for a side track to an elevator anywhere is reasonable, and that the railroads must pay. Clearly, no such obligation is incident to their public duty, and to impose it goes beyond the limit of the police power.

But if the statute is to be stretched, or rather shrunk, to such demands as ultimately may be held reasonable by the state court, still it requires too much. Why should the railroads pay for what, after all, are private connections? We see no reason. And, moreover, even on this strained construction, they refrain from paying at the peril of a fine, if they turn out wrong

in their guess that, in the particular case, the court will hold the demand not authorized by the act. If the statute makes the mere demand conclusive, it plainly cannot be upheld. If it requires a side track only when the demand is reasonable, then the railroad ought, at least, to be allowed a hearing in advance to decide whether the demand is within the act. Sometimes when summary action is necessary, the property owner's rights are preserved by leaving all questions open in a subsequent suit. *North American Cold Storage Co. v. Chicago*, 211 U. S. 306, 53 L. ed. 195, 29 Sup. Ct. Rep. 101. But in such cases the risk is thrown on the destroyer of property. In this case, there is no emergency, yet, at the best, the owner of the property, if it has any remedy at all, acts at its risk, not merely of being compelled to pay both the expense of building and the costs of suit, but also of incurring a fine of at least \$500 for its offense in awaiting the result of a hearing. See *Chicago, M. & St. P. R. Co. v. Minnesota*, 134 U. S. 418, 23 L. ed. 970, 3 Inters. Com. Rep. 209, 10 Sup. Ct. Rep. 462, 702.

An earlier statute authorizing the state board of transportation, after hearing, to require the railroad to permit the erection of an elevator upon its roadbed, already has been held bad. *Missouri P. R. Co. v. Nebraska*, 164 U. S. 403, 41 L. ed. 489, 17 Sup. Ct. Rep. 130. See also *Hartford F. Ins. Co. v. Chicago, M. & St. P. R. Co.* 175 U. S. 91, 99, 44 L. ed. 84, 38, 20 Sup. Ct. Rep. 33. We are of opinion that this statute is unconstitutional in its application to the present cases, because it does not provide indemnity for what it requires. We leave other questions on one side, and do not intend by anything that we have said to prejudice a later amendment providing for a preliminary hearing and compensation, which is said to have been passed in 1907. See Laws of 1907, chap. 89, p. 309. Judgments reversed.

A Million Bushel Station.

North Dakota has long been possessed of more elevators at a station than any other state, in fact so many stations have a superabundance of elevators that the average for the state must be in the neighborhood of four elevators to a station.

Esmond, a comparatively new town on the N. P. R. R., already has seven houses which handle in the neighborhood of one million bushels of grain annually. Two years ago the crops were so large that some of the elevators found it necessary to erect additional bins outside. The spouting for dropping this grain into the temporary bins may still be seen on three of the houses. Wheat, flax, oats, barley, speltz, and some late corn, are grown in the vicinity of Esmond, so that the elevators have need of many bins for classifying and grading the grain handled.

The seven elevators of Esmond shown in the engraving herewith from left to right of the picture, are owned and operated by the following: Henricks Grain Co., John Henricks, Agent; Federal Elevator Co., Jno. Thordarson, Agt.; Acme Grain Co., Fred Morke, Agt.; Northwestern Elevator Co., Chas. C. Christie, Agt.; Monarch Elevator Co., Simon O. Barsness, Agt.; Andrews & Gage, Geo. A. Smith, Agt.; Esmond Farmers Eltr. Co., L. M. Wheeler, Agt.



The Seven Elevators at the New Town of Esmond, N. Dak., on the Northern Pacific, R. R.

Grain Carriers

Argument will be heard in October on the Wichita grain rate case. The parties are given until Sept. 1 and Oct. 1 to file briefs.

The government has taken an appeal to the Supreme Court on the commodity clause of the Hepburn act, prohibiting carriers from transporting coal in which they have an interest.

The Midland Continental Ry. has been organized to build a road from Pembina, N. Dak., southwest to Edgeley, a distance of 212 miles. The general contract has been awarded.

The Kansas, Lawton & Gulf Railroad Co. has let the contract for the construction of its line and work will begin immediately on the 10 miles between Walters, Okla., and the Red River.

For failure to post tariff, the Interstate Commerce Commission on April 4, granted the Kiel Woodenware Company reparation of \$326.75 from the Chicago, Milwaukee & St. Paul Railway Co.

May 1 over one hundred boats up and down bound were lying in the St. Mary's river awaiting locking turn. This was the largest number since the blockade began. The average delay to each vessel was about 48 hours. The American lock was opened May 4.

Some of the Canadian lake vessel owners made a rate of 4½ cents, Fort William to Montreal, to meet the recent cut over rival routes. This cut represents to some extent a war between the lake-and-rail companies, and the all-rail companies, as the lake-and-rail rate was reduced at the same time, to 4¾ cents.

The Omaha Grain Exchange has petitioned the Interstate Commerce Commission to declare unjust the present separately established rates on grain to eastern points and order forty-four railroads to establish joint rates and thro rates from Omaha and South Omaha, Neb., and Council Bluffs, Ia., to Atlantic Seaboard and New England Territory.

On the hay rate case I have official notice from the Interstate Commerce Commission that oral argument will be heard in offices of the commission, Washington, D. C., May 14. This, coming at so early a date, should be cleaned up with a decision before our convention in August.—J. Vining Taylor, sec'y National Hay Ass'n.

The Grand Trunk is having built a number of very large box cars with steel frames, particularly adapted to the grain traffic. Their capacity will be 100,000 lbs., and they are intended for the handling of grain from the lake ports to tide-water. A short train of 20 of these cars will be able to carry 1,000 tons of wheat each trip with a minimum of handling.

A war between lake marine insurance men had its beginning when several New York underwriters announced a reduction in the rate agreed upon at a conference of insurance men at Detroit recently. The minimum rate agreed upon was 6 per cent from the Head of the Lakes or any port on Lake Superior. Montreal underwriters are quoting this basis with an additional 1 per cent to Ontario ports, and a further 1 per cent to Montreal from Lake Superior. New

York firms are quoting ½ per cent brokerage. This brings the flat rate to last year's basis. Heavy losses suffered by the companies during the season of 1909 is the reason for fixing the rates on hulls at 6 per cent, over 30 boats, ranging from several hundred to nearly four thousand tons have been lost.

The Boston Chamber of Commerce at a meeting held April 21 protested against the proposed uniform demurrage rules, and the Massachusetts Railroad Commission was asked to use its influence in continuing the demurrage rules now in force. A committee of seven was appointed to confer with the officials, and protest against the adoption of the proposed rules.

Refund of charges and interest amounting to \$26.75 have been granted by the Interstate Commerce Commission to the Glavin Grain Co. from the Chicago N. W. R. R., account corn shipped from Glidden, Ia., to Chetek, Wis., July 29, 1908. The rate charged was 25 cents per 100 lbs. Two months after the shipment was made a tariff was issued making the rate 19¼ cents.

In its decision in favor of the Oregon Short Line and against the Consolidated Wagon & Machine Co. the Utah District Court recently ruled that the Interstate Commerce Commission has no authority to reject a tariff because it contains the words "Shipments to be accepted only at the convenience of the construction department." The shipper paid on hay from Spencer, Idaho, to Yellowstone, Mont., at the rate of 14c, when the rejected tariff provided 19c.

The interstate and foreign commerce committee of the House on May 3 favorably reported the bill which is known as the "Bankers' B/L Measure," introduced by Rep. Stevens of Minn. This bill provides for "order" Bs/L being negotiable and requires the prominent stamping of "not negotiable" on straight Bs/L. The measure was amended by the committee to strike out the application to foreign Bs/L and the criminal penalty features, which belong to the state. It is to be hoped that some relief will soon be afforded on this question of Bs/L. Abuses of the present system are brot to notice every day, and will

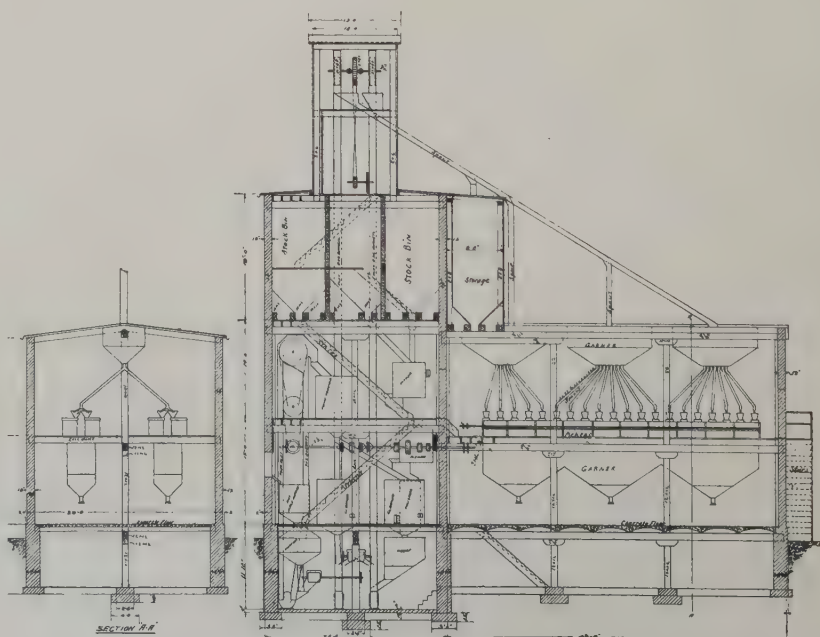
be until some drastic action is taken, as is contemplated by Mr. Stevens' bill.

The Ill. Cent. in Sup. 1 to Western Trunk line Circular No. 1-D, announces that it will discontinue the natural shrinkage deduction June 1. The following roads discontinued this deduction May 1: Atchison, Topeka & Santa Fe; Chicago & Northwestern; Chicago, Burlington & Quincy; Chicago Great Western; Chicago, Milwaukee & St. Paul; Chicago, St. Paul, Minneapolis & Omaha; Elgin, Joliet & Eastern.

The Sioux City Terminal Eltr. Co. has filed a complaint against the Milwaukee and other roads for alleged discrimination in rates on wheat and other grains in favor of Minneapolis and Omaha in that there is no proportional rate to Sioux City, but that the dealers in the latter city have to apply a local rate. The complaint also alleges that rates on grain from points in South Dakota, Minnesota and Iowa to Sioux City are excessive in themselves compared with rates to Minneapolis.

The actual cost of hauling a ton of freight a mile on the Bessemer & Lake Erie R. R. is officially reported at 2.30 mills, including both the road expenses and the terminal expenses. This is at the rate of a little more than 5c per 100 lbs. for a 500-mile haul. The length of the B. & L. E. is only 144 miles, nevertheless it shows what can be done. After considering the construction of a canal on the route Andrew Carnegie decided that a railroad would furnish the transportation cheaper, and accordingly the road was built 12 years ago.

The Interstate Commerce Commission, May 6, rendered a decision in the so-called San Francisco and Los Angeles "Switching cases." For years it has been the practice of railroads entering San Francisco and Los Angeles to exact a charge of \$2.50 per car in addition to the regular freight charge for this spur track delivery, alleging such service was equivalent to cartage. The decision holds that "spur track delivery in such cases is designated as a substitute service. It relieves the carriers' team tracks and sheds, necessitating less outlay for expensive yards in a crowded city, promotes the speedy release of



Longitudinal and Cross Sections of Bean Elevator (For description see facing page.)

equipment and aids in conducting a commerce which is greater than the carriers' own facilities could freely, adequately and economically handle." The commission holds that while a delivering carrier may furnish cartage as an accessorial service and may charge therefor as a distinct terminal service, such cartage must be supplemental to the delivery which the carrier is required to make under its published rates.

The Iowa Railroad Commission has protested to Congress against elimination from the administration railroad bill of that clause which exempts state rates from the provisions of the bill. The provision under protest is, "This act shall not apply to the transportation of passengers or property or to the receiving, delivery, storing or handling of property wholly within one state and not shipped to or from a foreign state." The Iowa commissioners object on the ground that it will bring on confusion, and leave the way open for the federal government to fix rates between two points in the same state.

Railroads must follow shippers routing or lose their lien on the goods for the freight, and the right to withhold possession of the goods until the freight is paid. This verdict was rendered in a suit between the Southern Grain & Flour Co. of Atlanta and the Louisville & Nashville Ry. in the Superior Court at Atlanta. The suit was for a carload of hay which the company ordered shipped to it at Atlanta from Lexington, Ky., by way of the Western Atlantic Ry. Instead, the shipment was carried by the Louisville & Nashville all the way to Tennessee by way of Knoxville. When the hay arrived the company demanded it, but refused to pay the freight because of the misrouting.

Owing to reduction in the rate on Canadian wheat shipped in bond for export, to 4c per bu. at and east of Buffalo, Buffalo has during the last week been the center of the greatest movement of grain from the lakes to the seaboard that has taken place in years. In all a little over 7,000,000 bus. has been elevated, and it is still coming in. The transfer reached 2,000,000 bus. in a single day. This grain has been stored in the elevators awaiting the new rate, and has also been stored in vessels at the head of the lakes, but

it is all moving fast now, with the railroads doing their utmost to keep a plentiful supply of cars. The roads carrying the wheat to the coast are the Penna., L. V., Lackawanna and N. Y. C.

Logan G. McPherson, who recently completed a trip through the principal countries of Europe with the national waterways commission, acting as its traffic expert, in a recent lecture on "Transportation in Europe," said: "The ascertainable facts and statistics in regard to transportation and traffic in Holland show that neither the national government nor the provincial or local governments receive any return upon the capital expended in the construction or improvement of the rivers and canals; that upon the limited extent for the use of which tolls are charged these tolls are nominal, the expenditures of the various governments for maintenance and operation being in largest part without offset."

A crew of Great Northern surveyors is at work extending a line of their road thru Esmond, N. D., to Townner, N. D. It is expected that the Great Northern will buy the Oberon-Esmond branch of the Northern Pacific, build from Oberon to Warwick on its present Devils Lake line, and then extend from Esmond to Townner on its present main line. The last move of the Great Northern was to survey out from Esmond, south of Rugby, to protect its territory which was being invaded by the Soo. A crew of Soo surveyors is running a line which will take them about 8 miles north of Esmond. Soo graders are working northeast from Drake to Esmond, showing the haste to complete the new line. There will be a good eltr. town somewhere south of Rugby on the Soo or the Great Northern, or both.

Shippers from all parts of the country have been called to a conference at the Congress hotel, Chicago, on May 17, by the Illinois Manufacturers Ass'n, which is leading the fight against advances in freight rates which have been announced by the railroads. The Mfrs. Ass'n has been spurred to action by the announcement that the roads between N. Y. and Chicago were already checking in n.w. tariffs following the advance in commodity rates in the west. The Chicago Ass'n

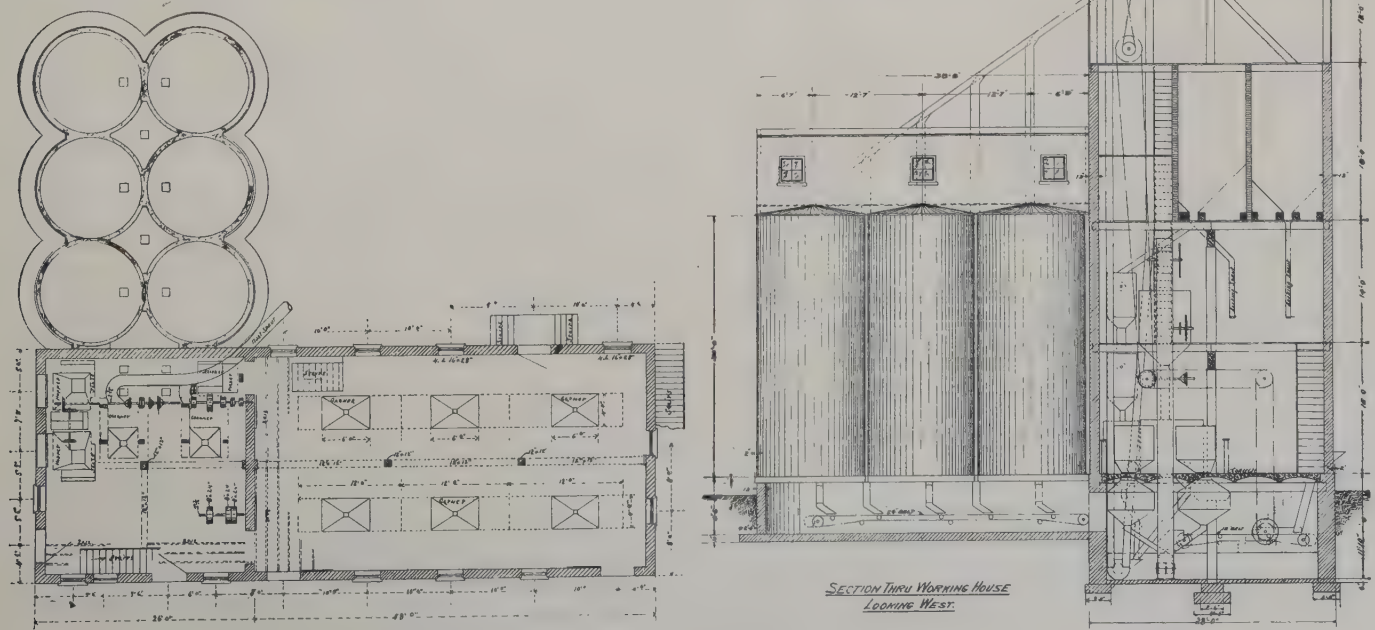
of Commerce is also expected to make organized opposition to the raise in rates. The claim of the roads that an advance is necessary in order to provide for needed improvements is repudiated by the Illinois Ass'n by submitting report of the Interstate Commerce Commission showing dividends declared during 1908 to be the equivalent of 7.99% on the dividend paying stock.

A Wisconsin Bean Elevator.

Many grain dealers of Wisconsin and Michigan find it necessary to equip themselves for handling both beans and grain, and in some sections the principal farm product brot to them is beans. It is so at Rio, Wis., where the Rio Warehouse Co. has built a concrete bean elevator, plan of which is presented herewith, and concrete storage tanks. The walls of the elevator are of heavy concrete construction, likewise the floors of the basement and the first floor. Beans or grain can be received in bulk, loaded into either of two hopper scales, elevated to the twin hopper above cleaner, dropped to cleaners, then re-elevated to top of working house and spouted either to one of the tanks or to the garner above the picking room.

In addition to the six tanks, storage space is provided by two inter-spaces between the tanks, all of which are flat bottomed. Grain is run out onto a belt conveyor underneath the tanks and carried to the boots of either one of two legs, both of which are equipped with 8x6 buckets. The legs are propelled by a rope drive, the power being supplied by gasoline engine in the basement.

In the picking and sorting room on the second floor are 80 pickers which would give the plant unusual capacity. The working part contains several stock bins and garner in addition to the cleaners and polishers. The plant is quite unusual in that garner or bins are provided at every point to facilitate the control of the flow to bins and thus prevent choke ups. The house was planned and erected by the Seckner Co.



Ground Plan, Elevation of Bins and Section thru Working House of Rio Warehouse Co., at Rio, Wis.

Grain Trade News

ARKANSAS.

Gravette, Ark.—E. F. Craven is having an eltr. built in connection with his new mill.

Little Rock, Ark.—The grain firms of M. Levinson & Co. and A. K. Collins & Co. have been consolidated under the name of A. K. Collins & Co.

Argenta, Ark.—A. E. Wilson, formerly Supt. for the Coffeyville Eltr. Co. and in charge of an eltr. at Coffeyville, Kan., for 15 years, has succeeded J. F. Sanders as mgr. here of the Iron Mt. Eltr.

CALIFORNIA.

San Francisco, Cal.—Fire supposed to have started in the eltr. leg spread to sacks of grain near by, and caused a damage of \$20,000 to the Aetna Grain Mills about 6 o'clock in the evening of Apr. 15. The flames shot up thru the eltr. and quickly spread to the second floor. Building a total loss. Some grain saved. Albert H. Mahman, owner of the stock, had it insured.

CANADA.

Moose Jaw, Sask.—The Board of Trade is inviting the location of a flax mill here.

Heward, Sask.—The eltr. of the International Co. burned recently, with 4,000 bus. of wheat; loss total.

Toronto, Ont.—The Canada Linseed Oil Mills have let the contract for the erection of an eltr. and a mill.

Indian Head, Sask.—The eltr. of the Dominion Eltr. Co., Ltd., burned recently with 12,000 bus. of wheat.

Eyebrow, Sask.—The eltr. that was about to be sold to the Moose Jaw Mlg. Co. burned recently. Two other eltrs. remain.

Winnipeg, Man.—The Maple Leaf Mlg. Co. has let the contract for the construction of 17 eltrs. in Saskatchewan to the W. A. Harper Const. Co.

North Portal, Sask.—Eltr. No. 3, owned by the Western Eltr. Co., is being taken down to be removed to Eyebrow, Sask., which leaves but one eltr. here.

Vancouver, B. C.—More than 200 cars of wheat, that arrived during the last month, have the grain still stored in them because of a lack of other storage facilities.

Winnipeg, Man.—The Traders Building Ass'n, which owns the Grain Exchange building, has been authorized to make a further issue of \$100,000 additional stock.

Port Colborne, Ont.—The new scale of charges for the government eltr. for lightering to Port Dalhousie and reloading there is: barley and oats 1 $\frac{3}{4}$ c per bu; corn, rye and wheat, 2c; flaxseed, 2 $\frac{1}{2}$ c.

Lethbridge, Alta.—C. G. Bell, sec'y of the Western Farmers Eltr. & Mlg. Co., has been arrested charged with defrauding Lethbridge people. Contracts for lumber for eltrs. to be built along the Crow's Nest Branch of the C. P. R. and for a 100-bbl. mill at Bow Island were awarded and checks given on a bank in which only \$4 was deposited.

Bow Island, Alta.—The Alberta Pacific Eltr. Co. has bot the lumber which the Western Farmers Eltr. & Mlg. Co. of Lethbridge ordered here and to Burdette, Chin, Grassy Lake, Woodpecker and Seven Persons and will build eltrs. at these points.

Calgary, Alta.—The eltr. of the Calgary Mlg. Co., which burned Apr. 14, contained more than 80,000 bus. of wheat, 10,000 bus. of oats, and 7,000 bus. of barley besides several carloads of produce. Some of the grain can be used for feed. The company will rebuild at once.

Montreal, Que.—After deciding to discontinue business the Montreal Grain Elevating Co. issued a statement explaining that it found itself unable "to compete with the system of public elevating which has, with the approval of the government, been established by the harbor commissioners." The company used floating eltrs. and was hampered in its operations by the complete grain-handling appliances recently installed by the commissioners.

Pierson, Man.—The plant of the Winnipeg Eltr. Co., Ltd., burned during the night of Apr. 26. The eltr. contained only 500 bus. of wheat but a car loaded with wheat on track was burned. The Dominion Eltr. adjoining was saved. Robt. Pitt, the mgr., had loaded out a car in the afternoon and was at the eltr. at 8 o'clock in the evening without discovering anything wrong. A freight train passed the eltr. shortly before the fire was discovered.

Peterboro, Ont.—The Quaker Oats Co. has let the contract to James Stewart & Co. for a reinforced concrete storage annex 131x66 ft., of 540,000-bus. capacity. The 18 tanks will be in 3 rows, 98 ft. high and 21 ft. in diameter, and the cupola also will be of reinforced concrete. The equipment will include two 30-in. longitudinal conveyors in basement and one 30-in. cross conveyor belt, two 36-in. belts over the tanks for storage and alternating current motors to drive the conveyors, the electricity being taken from the company's own plant.

Winnipeg, Man.—Four eltr. companies were fined Apr. 27, two heavily, for making false statements to the dominion government warehouse commission concerning the amount of each grade of wheat in terminal eltrs. at Port Arthur and Fort William. The Port Arthur Eltr. Co. was fined \$2,500 and the Empire Eltr. Co., \$3,000. The Canadian Pacific Eltr. Co. and the Consolidated were fined in smaller amounts, the C. P. Co. was able to show that a clerical error was responsible and a nominal fine was imposed on the Consolidated for loaning wheat.

Winnipeg, Man.—A new grain door designed to prevent loss by leakage, was exhibited at the Ogilvie plant, Apr. 26. It is of sheet steel reinforced with iron to increase its durability. When the car is unloaded the door can be raised to the roof and hooked up inside. It is so fastened that it is a part of the car itself and can not be removed. A relief at the bottom of the door can be opened and the car emptied within two minutes. The

patent is held by the inventor, Julius Wirkus of North Dakota, who obtained the rights for the United States and Canada. Chief Grain Inspector David Horn and Mr. Bowes of the Canada Eltr. Co. were among those who witnessed its operation.

Vancouver, B. C.—The Alberta British Columbia Eltr. & Wharf Co. has been organized here by Vancouver and Calgary business men, capitalized at \$3,000,000; E. H. Heaps of Vancouver, pres.; L. P. Strong of Calgary, vice pres.; and J. A. Mitchell of Victoria, formerly of Winnipeg, on the directorate. It has taken over the Canadian-Mexican steamship line to handle export grain trade to Mexico. Its steamship service is subsidized by the Dominion government. It is considering the construction of large grain eltrs. here and at New Westminster and Prince Rupert. It desires water frontage here or at New Westminster as wharfs are included in its plans, that may take five years to carry out, altho it intends to be ready to handle the grain trade here next fall.

Goderich, Ont.—The Western Canada Flour Mills Co. has let the contract to James Stewart & Co. for the construction of a 500,000-bu. reinforced concrete elevator as a storage annex to its present eltr. The annex will comprise 18 tanks with 12 interstices, on concrete and pile foundation, the structure being 146x63 and 170 ft. high, the tanks measuring 100 ft. high and 20 ft. in diameter. Provision will be made for the construction of a marine tower and the installation later of 3 automatic scales having a total capacity of 36,000 bus. per hour, and the eltr. legs are made larger, to take care of the increased capacity. Until the construction of the tower grain will be spouted from the present elevator. The equipment will include 2 bucket eltrs., each having 2 rows of 16x7 buckets and a total capacity of 30,000 bus.; two 36-in. belts under tanks and 2 48-in. belts over tanks; two 2,000-bu. hopper scales and individual electric motor drives, reduction in speed by rope transmission. The current will be taken from the company's power plant to 3-phase, 550-volt alternating motors. The plant will be up to date in design and completely equipped with electric signals, electric lights and modern devices. Work has been begun, to have the plant finished by fall.

Winnipeg, Man.—John Fleming, H. N. Baird and A. R. Hargraft, delegated by the Winnipeg Exporters Ass'n, recently consulted Warehouse Commissioner C. C. Castle concerning changes in the grain act, which they wish amended to give the commissioners power to order an eltr. weighed up at any time instead of once a year as at present. The most important change they think necessary, in view of recent prosecutions for breach of the act, is that of inward and outward registration at terminals, requiring a warehouse receipt to be issued for it whenever grain is received into a terminal eltr. This the eltr. would have to send with the B/L certificate of weight and grade and the receipts of railway expense attached, to the government registrar or deputy, who would check them and stamp across the warehouse receipt a certificate of registration showing its time and date. The warehouse receipts and other papers would then be returned to the terminal elevator and duly forwarded to the owners. For outward inspection it would be necessary for the terminal eltrs. to forward to the regis-

trar the warehouse receipts covering the cargo about to be shipped. To these would be attached statements in triplicate showing the details of each warehouse receipt, the amount of wheat ordered out and the name of the party ordering it forward. The registrar would check up these statements, sign them, stamp on the warehouse receipt a release of registration giving its time and date. The warehouse receipts and one copy of the statement would go back to the terminal eltr.; another copy of the statement would go to the government inspector and constitute the order on which alone he would have power to inspect and weigh out. The exporters claim that such an amendment would not only constitute a daily audit of receipts and shipments at terminals but would render almost impossible the return of false statements to the government warehouse commissioner.

CHICAGO.

CHICAGO CALLER: John C. Klein, Blue Island, Ill.

W. H. Perrine & Co. have moved to the Postal Telegraf Bldg.

Crighton & Lasier have moved to larger offices in the Postal Telegraf bldg.

Warner & Wilbur have removed from the Royal Insurance bldg. to the Postal Telegraf bldg.

At a special meeting May 7 the Board of Trade decided to close at noon on the day of King Edward's funeral.

The Northern Illinois Grain Dealers Ass'n will hold its regular monthly meeting May 13 at the Grand Pacific hotel, Chicago.

An incipient fire in an eltr. shaft in the Board of Trade bldg. was promptly extinguished, May 2, but that lift had to be abandoned until repaired.

Harry B. Shaw, who has represented Logan & Bryan for some years in oats, is now doing a general brokerage business with headquarters in the oats pit.

Logan & Bryan are fitting up Room 5 in the Board of Trade bldg. for their clerical force. Their general offices remain in No. 1 where additional accommodations have been arranged for their customers.

The M. T. Shepherdson Co. of Sioux City, Ia., has opened an office at 519 Postal bldg. Jas. W. Gordon, formerly of Lincoln, Ill., has got a membership and will manage the Chicago office.

Charles Judson Hurlbut, sec'y of the Rogers Grain Co., died Apr. 27, aged 67. He is survived by his widow, two sons and a daughter. Born in Morristown, N. Y., he came west in 1857 and settled in Waukegan. Four years later he moved to Chicago and had been active in the grain business since 1880.

The eltr. of W. H. Merritt & Co., whose business is being liquidated, has been taken under a temporary lease by the J. Rosenbaum Grain Co., in order to run over a lot of corn, the Irondale Eltr. of the latter being full. The J. Rosenbaum Grain Co. is operating the Keith, Interstate, Irondale, and Rock Island A and B Eltrs.

Henry S. Robbins, counsel for the Board of Trade, has been retained by the U. S. Dept. of Justice as special counsel in bucketshop cases. He has had valuable experience in the prosecution of bucketshops in this state. Secret agents of the department are collecting evidence against supposed bucketshops and their proprietors.

James F. Brennan, the special policeman in the gallery of the Board of Trade bldg. who explained operations to visitors, has got a membership and formed a connection with Walter Fitch & Co. In addition to saving up his earnings for many years to buy the membership he has supported a widowed mother and his friends wish him deserved success.

Hay market seems to be overstocked at present, and market inclined to be easy. The different team tracks are filled with hay to their capacity, and all but No. 1 to choice timothy is moving slowly. The St. Paul and Northwestern roads have embargoes on hay to this market, which will of course shut off further shipments for some little time, but in the meantime there is considerable hay on team tracks, and also held outside waiting to be placed, to be disposed of before our market can do any better.—W. R. Mumford & Co.

Howard Lipsey, who has been associated with Sam Finney in the cash grain department for the past three years, has engaged in the grain commission business on his own account, with offices in the Postal Telegraph bldg., and will operate the transfer eltr. at Wellsboro, Ind., formerly run by Mr. Finney. Mr. Lipsey is well qualified to branch out as he has, having had experience in every department of the receiving business, beginning in 1888 with Wm. P. Harvey & Co., as office boy and rising to positions of trust with ReQua Bros., Geo. Blakeslee and McReynolds & Co.

A misleading paragraph appeared recently in the Chicago Inter-Ocean regarding delay in reinspection, and the directors of the Board of Trade have corrected the misapprehension by resolution that the situation is fully covered by Sec. 14 of Rule 22, which requires that "when sales are made by sample and the official sampler reports cars 'too full for thoro examination,' it shall be the duty of the buyer to notify the seller of such fact before 11 a. m. of the business day next succeeding the day of purchase, and of his intention to re-examine such cars at time of unloading or transfer."

Membership in the Board of Trade has been applied for by James F. Brennan, Julius H. Barnes, Roger J. Mott, Oral B. Light, Walter A. Hinchman and Willis Counselman. Transfer of membership has been applied for by H. H. Carr, Samuel Stenson, Jr., Edward B. Immer, Joseph Shepherd, Elias A. Wilkinson, T. F. Boecker, Walter E. Rich, Mark Mason, and the estates of Ward Ames, C. H. Shearson and Frederic D. Ware. The directors recently admitted to membership James W. Gordon, Walter Lyon, Richard C. Plater, George D. Braggins and William Lorimer, Jr. A membership sold recently for \$2,900 net to the buyer.

Letters, a pamphlet by John C. F. Merrill, vice pres. of the Chicago Board of Trade, explaining the Board's operations, and copies of resolutions adopted by the directors have been sent to members of congress, of state legislatures, to judges in the Middle West, and to newspapers as part of a general plan of public education showing that the Board of Trade is not a gambling institution, that it is opposed to corners, that it will censor market letters sent out by its members, and that it has prohibited the old practice of "matching orders" regarded by the uninitiated as one form of bucketshopping. Concerning this Vice Pres.

Merrill has said: "Our position in regard to these practices is the same now as in the past and the resolutions passed this year are simply reassertions of our declarations in previous years. Such practices are punishable under our rules by expulsion."

The Receivers Ass'n of the Board of Trade was organized recently at a meeting in which practically every receiving house was represented; and it is believed that every grain receiving firm on the Board will become a member. For some time it has been felt that the receivers could get together to their mutual advantage, and the attempt by the buyers arbitrarily to enforce dockage, contrary to the rules of the Board, made it certain that the receivers must band together to protect the country shippers from such imposition in future, as organization can only be combated by organization. The new Receivers Ass'n is very strong in numerical membership and in the personnel of its officers, and shippers to the Chicago market may rest assured that their interests will be safeguarded in a thoroughgoing manner should occasion arise. Joseph P. Griffin is pres., H. N. Sager, vice-pres.; Geo. Wegener, sec'y. The directors are W. N. Eckhardt, F. M. Bunch, Ed Andrew, Lowell Hoit and P. H. Schifflin.

Our attention is directed by the carriers to the manner in which the trade is preparing claims for elevation, grain door expense and absorption of switching charges. If members of the Board will arrange to support claims covering shipments handled on thru rates with the following information, it will result in a quicker and more satisfactory settlement: Into Chicago, point of origin, date of shipment from point of origin, and kind of grain. Out of Chicago, date, car number and initials, kind of grain, Joint Rate Inspection Buro's registration number, Board of Trade weight certificate in connection with elevation allowance, certified statement that grain doors were furnished (in connection with grain door expense), original paid switching receipt in connection with absorption of switching. Also, if at all feasible, arrange to combine claims covering elevation, grain door expense, and absorption of switching charges, which will avoid duplication of work by the carrier.—W. M. Hopkins, mgr. transportation Dept., Chicago Board of Trade.

COLORADO.

Blanca, Colo.—C. J. Young will establish a warehouse 600 ft. long, for wholesale feed, seed and produce, the largest wholesale feed house in the San Luis valley.

East Lake sta., Denver p. o., Colo.—The Colorado Mlg. & Eltr. Co. has ordered a Hall Signaling Non-mixing Grain Distributor and a Hall Non-chokable Boot installed in its plant at this station.

IDAHO.

Ashton, Ida.—The Ashton Mlg. & Eltr. Co. will equip its eltr. with a Hall Signaling Non-mixing Grain Distributor.

Lewiston, Ida.—The Farmers Warehouse Co. incorporated by S. C. Cose, D. A. Wright, Patrick Scully, A. L. Hawley and others; capital stock, \$10,000.

Lewiston, Ida.—Kerr, Gifford & Co., who now operate 23 warehouses, are planning the construction of several new ones in the Lewiston territory, and considering building a large eltr., cleaning and mixing plant and feed mill here soon.

Lewiston, Ida.—The council has passed an ordinance authorizing the lease of 400 ft. of waterfront on the Snake River to the Interior Warehouse Co., the grain operating company of Balfour, Guthrie & Co., for 10 years at \$50 per year and 5 years at \$150 per year, provided the company spends \$5,000 during the first year for buildings and machinery for a plant on which work will be started at once to get it ready for operation by the opening of the grain season. F. P. Lint, district mgr. of the Int. Warehouse Co., says the establishment of this cleaning and mixing plant with a barley-rolling and chop mill to cost \$25,000 is the first step towards making Lewiston one of the most important grain points in the Northwest outside of the coast terminals.

ILLINOIS.

Hallsville, Ill.—T. H. Pletsch & Co. are in business at this point.

Lisle, Ill.—Reidy & Engelshall are in the grain business at this point.

Benson, Ill.—S. L. Peterson & Co. have sold out and their eltr. is vacant.

Willey, Ill.—Twist Bros. are having an eltr. built here by the P. H. Pelkey Const. Co.

Findlay, Ill.—Findlay Grain & Coal Co. has increased its capital from \$6,000 to \$15,000.

Hillview, Ill.—V. C. & Trave Elmore are installing a Western Warehouse Sheller.

Campus, Ill.—The Campus Grain Co. has increased its capital stock from \$8,000 to \$12,000.

Ashkum, Ill.—The Ashkum Farmers Grain & Lbr. Co. has succeeded M. R. Meents & Sons.

Palmer, Ill.—Twist Bros. are having an eltr. erected at this station by the P. H. Pelkey Const. Co.

Lexington, Ill.—The Lexington Grain Co. is installing a 2,500-bu. National Automatic Scale.

Burton View, Ill.—The Burton View Grain, Lbr. & Coal Co. will install a Mattoon Car Loader.

Glasford, Ill.—The recently incorporated Farmers Lbr. & Grain Co. will soon start work on its eltr.

Colfax, Ill.—The eltr. of the Colfax Grain Co. was struck by lightning recently and damaged considerably.

Kincaid sta., Taylorville p. o., Ill.—Twist Bros. have an eltr. under construction by the P. H. Pelkey Const. Co.

Holder, Ill.—J. C. McCord, who recently bot the eltr. here from the Hawthorne estate, will have it operated by his son.

Bloomington, Ill.—The Central Mill & Eltr. Co. will install a 5-ton, compound beam, steel frame wagon scale on concrete foundation.

The 17th annual convention of the Illinois Grain Dealers Ass'n will be held in Decatur, June 7 and 8, with headquarters at the St. Nicholas hotel.

Maroa, Ill.—M. R. Allsup will install a Western Pitless Sheller, ear corn feed and a manlift furnished by the Union Iron Works.—Bruce Waller.

Yuton, Ill.—The farmers' co-operative company, recently incorporated for \$4,000, is negotiating for the purchase of the eltr. of J. W. Probasco.

Wapella, Ill.—The Livingston Grain Co., that recently succeeded the Rogers Grain Co. at this point, is installing a 2,500-bu. National Automatic Scale.

East St. Louis, Ill.—The Illinois Grain Eltr. Co. having its Missouri location in St. Louis and \$10,000 capital, has been incorporated in Illinois for \$1,000.

Casner, Ill.—Bone & Veech will improve their eltr. by putting in hopper-bottom bins, a new loading spout and repairing the engine.—N. W. Rucker, mgr.

Weldon, Ill.—We are preparing to take down our old eltr. to replace it with a new cribbed house and change from steam engine to gasoline.—L. F. Webb Grain Co.

Rantoul, Ill.—The eltr. of Coon Bros., at Riley, a station near here, was struck by lightning recently and set afire in three different places. Damage to grain, \$100; to eltr., \$150.

Florence Station, Ill.—A. W. Walls has resigned his position at the eltr. of the H. A. Hillmer Co. to become agt. for a grain firm in Christian County, where he has moved his family.

Bloomington, Ill.—The Ike Livingston Grain Co. incorporated to deal in grain, fuel, and other merchandise; capital, \$6,000; incorporators, Isaac and Harry K. Livingston and L. E. Slick.

Reddick, Ill.—Melvin H. Cooley and wife, Ethel M. Cooley, who bot the eltr. of W. E. & B. E. Rich last winter, have made a voluntary assignment; liabilities, \$20,000; assets about \$12,000.

Waynesville, Ill.—Waynesville Grain Co. incorporated to deal in grain, feed, fuel and building material; capital, \$5,000; incorporators, W. T. and Otis C. Marvel and H. C. Longbrake.

Bloomington, Ill.—T. H. Pletsch, who owns and has been operating two eltrs. at Parnell, Ill., has opened an office here and is doing a brokerage and track-buying business under the firm name of T. H. Pletsch & Co.

St. Joseph, Ill.—The St. Joseph Grain Co. will install in its 40,000-bu. eltr., built by W. H. Wenholz and finished May 10, a 15-h. p. International Gasoline Engine, and Invincible Cleaner, and a 2,500-bu. National Automatic Scale.

Galva, Ill.—The Galva Grain Eltr. Co. is making extensive improvements in its house that will enable it to handle 23,000 bus. per hr. A new 18-h.p. gasoline engine has been installed and chain drives are being replaced by rope.

Galt, Ill.—The new 20,000-bu. eltr. of George W. Burch has been completed at a cost of \$5,000. It was opened for business Apr. 22. It is 42 ft. high, 32x40 ft. ground. His other eltr. of 15,000 bus. capacity will continue in use.

Heyworth, Ill.—The Livingston Grain Co., that recently bot the eltr. here of the Rogers Grain Co., is installing a 2,500-bu. National Automatic Scale. L. E. Slick of Bloomington is treas. and mgr. of this eltr. and that of the same company at Wapella.

Cairo, Ill.—W. H. Wilson, employed at the eltr. of the Cairo Mlg. Co., died recently from injuries received while at work. He was stepping over a revolving shaft near the side of some cog wheels. His foot caught in the wheels and his leg was drawn in and badly lacerated.

Riola, Ill.—H. L. Schecter has entered suit for \$500 against Paul Kuhn & Co. He alleges that he sold the defendants 2,500 bus. of corn at 45c per bu. and delivered two installments, the first of 748 bus. and the second of 647 bus., and that the defendant refused to pay for the second delivery.

Mindale sta., Mackinaw p. o., Ill.—Pres. Stephen Piene and a committee representing the Minier Grain Co. have been looking up grain-handling machinery before letting the contract for a 10,000-bu. eltr. to be built at this station on the Ill. Traction System.

Derby, Ill.—C. L. Wood & Co. of Gifford, Ill., have purchased the eltr. at this station on the L. E. & W., owned and operated for the last ten years by George C. Tjardis. It is near Gibson City, which will be the firm's p. o. address. I will be mgr.—C. L. Wood, Gibson City, Ill.

Decatur, Ill.—Decatur dealers are very glad to have the Illinois Grain Dealers Ass'n come back to them again and expect to have an old fashioned affair with a good time for everybody. I believe this will be one of the largest conventions Illinois dealers ever held.—H. I. Baldwin.

Tucker, Ill.—Additional suits have been filed against the Tucker Grain & Coal Co. for damages resulting from the loss of grain stored in its burned eltr., one for \$500, another for \$600 and a third for \$700. Each plaintiff alleges he was given to understand that his grain was insured.

Lane, Ill.—Emerson Hartsock was stricken with apoplexy while acting as an officer in a lodge, Apr. 28. He was just stating to the lodge that he wished some younger man placed in the position he had occupied for several years, when he fell over unconscious. His recovery is considered doubtful.

New members of the Illinois Grain Dealers Ass'n are: J. C. Bane & Son, Arrowsmith; C. H. Feltman, Peoria; Ford & Ford, Walnut Grove; John Quinn, Arcola; F. E. Sharp, Blandinsville; Henry Wendell, Forrest; H. J. Wykle, Metamora; and Picker & Beardsley of St. Louis, Mo.—S. W. Strong, sec'y.

Mattoon, Ill.—E. W. Wagner & Co. have purchased the office and business of the Mattoon Brokerage Co. and will continue it on a larger scale than before, with Ernest Orndorff, its former owner, as business mgr. The change was effected May 2, but no change was made in the local force. Alva Ford remains as operator.

Litchfield, Ill.—J. C. Moore, local agt. for James E. Bennett & Co. of Chicago, died suddenly of apoplexy, Apr. 18, aged 48. He came here from Kankakee with his wife less than a year ago. Before his engagement with the Bennett Co. he was private sec'y to the late Charles T. Yerkes, the Chicago and London traction magnate.

Chatsworth, Ill.—M. L. Delaney and J. A. Fallon of Ivesdale, Ill., have bot the eltr. of J. C. Corbett & Co., and will operate it under the name of Delaney & Fallon. They will take possession in June. The Neola Eltr. Co. has bot the lumber yard and stock of J. C. Corbett & Co. Both deals were negotiated by James M. Maguire.

Garfield, Ill.—The Farmers Grain & Coal Co. has bot the eltr. and property of W. D. Winter as its own was not able to handle all its grain trade. It took possession May 2. It recently installed a gasoline engine and will soon have both eltrs. in first-class condition. B. J. Reinmann is mgr.; Thos. Flahavan, pres.; and Charles D. Sullivan, sec'y.

Paxton, Ill.—We wish to correct the erroneous statement that B. B. Tackwell has succeeded C. O. Thrasher. Mr. Tackwell bot the Paxton Grain Co., formerly owned by W. T. Westbrook, while ours is a separate business formerly owned by

W. H. Westbrook. This firm of C. O. Thrasher, successor to W. H. Westbrook, is still here doing business under my name.—C. O. Thrasher.

Seaton, Ill.—A. L. Duncan & Sons have had installed in their 25,000-bu. eltr., recently completed by the Burrell Eng. & Const. Co., a 1,500-bu. Avery Automatic Scale, a 12-h. p. gasoline engine and two legs. The eltr. is of cribbed construction on concrete foundation and covered with galvanized iron siding. The main part of the building is 25x36 with a 12-ft. driveway.

Stanford, Ill.—The Farmers Grain Co. has raised the eltr. head and installed a new B. S. Constant Dump, Spouts, an indicator for the turn head, and a 2,500-bu. National Automatic Scale. A fire started during the night of May 3 in the coal shed about 10 ft. from the eltr., but was extinguished before any damage was done. A freight train had just backed out and sparks from its engine are considered responsible for the blaze.

Kilbourne, Ill.—The Turner-Hudnut Co. is having a new 28,000-bu. eltr. built to replace that burned Mar. 24. It is of cribbed construction covered with galvanized iron siding and stands on concrete foundation. O. P. Hiatt & Co. are doing the work to be completed July 15. A new concrete power house stands 13 ft. from the eltr. The old hopper scale has been repaired and will be used. A 6-h.p. gasoline engine will be installed.

Paxton, Ill.—W. H. Westbrook recently filed a petition in bankruptcy and, at a subsequent meeting, his creditors found that banks in this vicinity, particularly here and at Loda, and Chicago grain firms are his chief creditors holding claims which, with other liabilities, amount to nearly \$40,000. His assets, mostly realty slightly encumbered, approximate \$15,000. The creditors voted to appoint a local attorney as trustee.

Shawneetown, Ill.—The 30,000-bu. eltr. of the Shawneetown Eltr. Co., built to handle small grain and ear corn, has been completed by the Burrell Eng. & Const. Co. It is of cribbed construction on concrete foundation, covered with galvanized iron siding, equipped with a U. S. Sheller, 4 B. S. Constant Chain Feeders, a steam engine, a Monitor Cleaner, two scales, one of which is a Richardson Automatic, and two stands of eltrs.

Peoria, Ill.—Our recent incorporation, which began May 1, was effected to give the younger members of our firm a tangible interest in its business, which will be handled without change of name and all open accounts will have no interruption. P. B. and C. C. Miles, who have always been its active mgrs., continue as such and J. C., W. S., and G. M. Miles, long connected with the firm, are officers in the reorganization.—P. B. & C. C. Miles.

Argo sta., Summit p.o., Ill.—The Corn Products Co. has intalled 11 Richardson Scales which includes two combined scales and packers for gluten feed and corn oil meal. These machines are very rapid, six bags being weighed and sacked each minute. In the starch department are three weighers and packers and three to take the total daily output. Another weigher is provided for taking the output of corn germ, one for oil meal and still another one is used for weighing and sacking granulated sugar. The saving of time and labor effected thru the use of these machines is said to have offset the cost several times.

Sutter Siding, no p. o., Ill.—The Sutter Siding Farmers Grain Co. has had its 15,000-bu. eltr. of cribbed construction on concrete foundation, covered with galvanized iron siding, completed by the Burrell Eng. & Const. Co. Equipment includes 8-h.p. gasoline engine, 1,500-bu. Richardson Automatic Scale, a 4-ton scale and one stand of legs. This station is on the Lincoln branch of the Ill. Traction System, 2½ miles south of Hopedale, Ill.

Armington, Ill.—E. F. Verry & Son are having a 20,000-bu. eltr. built at Burt Crossing, not a p.o. The house is of cribbed construction, stands on a concrete foundation, is covered with galvanized iron siding and will have a combination office and power house in connection. Burrell Eng. & Const. Co. is doing the work. Equipment will include a 15-h.p. electric motor, a 4-ton scale and a 1,500-bu. automatic scale, owners to choose makes of machinery.

Lockport, Ill.—The Northern Ill. Cereal Co. is a reorganization of the Lockport Grain & Mlg. Co., a branch of the Calumet Mlg. Co., effected May 2, with the introduction of Chicago capital; J. F. Hollingsworth, pres.; Frank Ladd, secy. The new company will maintain one of the few mills in the country manufacturing chicken feed. A rye mill and grit department will be added. The plant will be equipped with new machinery, to begin operation July 1.

Allendale, Ill.—Kemp & Holsen are having plans for a 5,000-bu. eltr. prepared by Fred Friedline & Co. The house will have concrete basement, galvanized iron roof and be covered with galvanized corrugated iron siding. Equipment will include wagon scales, 15-h. p. gasoline engine, one stand of ear-corn eltrs., U. S. Sheller, Invincible Cleaner, a B. S. Constant Chain Feeder, and overhead wagon dump; all to be completed for wheat harvest at a total cost of \$3,750.

Minier, Ill.—A fire discovered at noon of Apr. 19 destroyed the empty oats storage eltr. of Quigg, Railsback & Co.; valued at \$2,500; insurance, \$1,500. It was known as the Verry Eltr., having been built by William E. Verry about 30 years ago. When he quit business he sold it to Railsback & Mitchell, and when that firm went out of business in 1906 it was taken over by Quigg, Railsback & Co. It had been used only for storage of oats for the last 25 years. As the company has other eltrs. with ample storage capacity, the one burned may not be rebuilt.

Dixon, Ill.—The jury on the case of Simon Young against the N. W. Eltr. & Grain Co. of Nelson, Ill., after being out twenty hours, reported they could not agree. Mr. Young contracted to sell his corn to the Eltr. Co., naming a certain grade. When the grain was delivered the elevator people claimed it did not all come up to grade, therefore they deducted on that which was below. Mr. Young brot suit for the balance. The total claim amounts to about \$100, and the jury was reprimanded for causing the county additional expense for retrial by not agreeing.

Erie, Ill.—The new eltr., 33x33 ft. and 76 ft. high, under construction for Chas. H. McLain by the Honstain Bros. Co. will have a 12-ft. driveway, a dust house 16x20 and an engine house 10x16. The 150-gallon tank, to supply the 24-h.p. engine with gasoline, has been buried in the ground. The eltr. stands on a solid concrete foundation. The roof and sides

will be covered with galvanized iron. It will contain 18 bins and have a double dump, one for small grain and one for ear corn. Present prospects promise its completion by June 1 at a cost of \$10,000. Riordan & Pfundstein, the lessees, will continue to operate the business.

West Union, Ill.—Our petition before the R. R. Warehouse Commission is based on Par. 119, Chap. 144, Hurd's Rev. Stat., 1905, which provides in substance that on request of the persons shipping the grain or the major part thereof, the railroad shall put in track scales at a station where grain to the amount of 50,000 bus. or more has been shipped during the previous year. More than the required amount had been shipped from the West Union station during the previous year. The commission has not yet made any ruling on this case, but the briefs and arguments of both petitioners are now before it.—Arthur Poorman, Marshall, Ill.

Bloomington, Ill.—L. E. Slick, who has been with the Rogers Grain Co. for 15 years, during the last five of which he managed their Bloomington office, looking after their country stations and cash business, has organized a new firm to do a general brokerage business in grain under the name of L. E. Slick & Co. He will continue to represent the Rogers Grain Co. in this city, but on a brokerage basis. The Rogers Co. is a member of the Chicago Board of Trade and the Memphis Merchants Exchange, and is a heavy shipper of grain to southern markets, which has made Mr. Slick familiar with the conditions there. He is also treas. and mgr. of the eltrs. of the Ike Livingston Grain Co. at Wapella and Heyworth, Ill., and of the eltr. of the Lexington Grain Co. at Lexington, Ill.

The Claims Committee of the Illinois Grain Dealers Ass'n has arranged a basis for the settlement of claims for loss in weight in transit with the Wabash, Chicago & Alton, and Chicago, Rock Island & Pacific R. R. Companies, as follows: "1st. No claim will be filed for \$3 or less. 2nd. On claims in excess of \$3 where the record of handling seems perfect, an allowance of ¼ of 1% on corn and ⅓ of 1% on wheat, oats and other small grain will be made. 3rd. Where claims exceed \$3, and there is evidence of leakage, claims will be paid in full, and the railroads will not ask for any deduction." The committee strongly recommends every member of the Ass'n to file all their claims thru the Claims Department; as it will expedite payments and also be a means to cause other railroads to make a like arrangement.—S. W. Strong, Sec'y.

INDIANA.

Duncan, Ind.—James D. Sisson will build an eltr.

Kendallville, Ind.—Campbell & Co. will have an eltr. built on the L. S. & M. S.

Washington, Ind.—The Farmers Educational & Co-op. Ass'n will build an eltr.

Marion, Ind.—Oliver Thomas will have charge of the eltr. of the Burge Mlg. Co.

Yeddo, Ind.—The Glascock Grain Co. has had plans for an eltr. made by A. H. Richner.

Roseburg, sta., Marion p. o., Ind.—John Studabaker & Son have installed a Mattoon Car Loader.

Wellsboro, Ind.—Howard Lipsey has bot the 70,000-bu. transfer eltr. of Sam Finney and will improve it.

Wheatland, Ind.—Walker & Chambers concluded to quit climbing stairs. They have installed a Constant Manlift.

Stockwell, Ind.—Morrison & Finch have let the contract for the erection of their eltr. replacing that burned Mar. 28.

Newville, sta., Butler p. o. Ind.—Studabaker & Son are building an eltr. at this station on the Bluffton & Geneva traction line.

Riverside, Ind.—Crabbs Reynolds Taylor Co. is overhauling its eltr. here.—O. A. Irwin, foreman C. R. T. Co., Battle Ground, Ind.

Lafayette, Ind.—The Purdue Exp. Sta. and School of Agri. has prepared an interesting exhibit of its work to be placed at the county fairs.

Blountsville, Ind.—Perry W. Millikan has had his eltr. remodeled by H. C. Teeter and a Monitor Combined Corn and Grain Cleaner installed.

Frankfort, Ind.—The eltr. of Wallace & Strange has been completed by A. H. Richner, and equipped with eltr. stands, dumps and chain grain feeders.

Westpoint, Ind.—Crabbs Reynolds Taylor recently installed a new boiler in the eltr. at this point.—O. A. Irwin, foreman C. R. T. Co., Battle Ground, Ind.

South Bend, Ind.—E. W. Wagner & Co., of Chicago have opened an office here under the management of Charles L. Kinney to execute orders for future delivery.

Marion, Ind.—George Dunn will superintend two eltrs. for Studabaker & Son, the one here and that under construction at Roseburg sta., Marion p.o., with a local mgr. at each.

Linn Grove, Ind.—Machinery is being installed in the new eltr. of John Studabaker & Son, by H. C. Teeter, who furnished plans for the building and all machinery except the electric motor.

New Ross, Ind.—H. T. Woods of Lebanon has bot a half-interest in the business of the New Ross Grain Co., and took charge of the eltr. May 2. J. M. Martin of Lebanon owns the remaining interest.

Moran, Ind.—E. C. Ogle & Co. have bot the eltr. on the Vandalia of O. A. Davis & Co. thru John A. Rice, possession to be given June 1. Ogle & Co. have been operating an eltr. at Freeland Park, Ind.

Kentland, Ind.—McCray, Morrison & Co. are having plans prepared by Fred Friedline & Co. to rebuild a smaller frame, ironclad working house with reinforced concrete storage tanks and a new fireproof building for the grain drier.

Veedersburg, Ind.—Farmers are considering the organization of a company with \$10,000 to \$15,000 capital to build an up-to-date eltr. on the Clover Leaf, near the Spencer mill, so Wm. Spencer, proprietor of the mill, can manage the eltr.

Berne, Ind.—Otis J. Bear, who has been with C. G. Egly, the local track buyer in car lots of grain, hay and seeds, has resigned to take a position in the office of the Evans Eltr. Co. at Decatur, Ill.—Earl C. Bear, Reed-Bear Grain Co., Hicksville, O.

Colfax, Ind.—E. Ward Moore is making extensive improvements in the eltr. he bot from Jordan & Conarroe. He will install a 40-ft. manlift, watertight eltr. boot, and chain feeder furnished by the B. S. Constant Co. C. A. Drake is doing the work.

Angola, Ind.—A fire that started near the office in the wareroom of the L. S. & Mich. Sou. Ry. Co., about 8 o'clock in the evening of Apr. 29, destroyed the eltr. in which Campbell & Shetter had considerable grain stored. Loss in buildings and grain, \$30,000.

Bluffton, Ind.—John Studabaker & Son will equip their eltrs. at Bluffton and Roseburg with the Sidney Line of machinery, consisting of cleaners, shellers, drags, dumps and Constant Manlifts. This machinery was purchased of the Ft. Wayne Oil & Supply Co. They have also installed a Mattoon Car Loader.

Losantville, Ind.—H. Dickey of Woodington, Ohio, has purchased a half-interest in the eltr. and grain business here of Teegarden & Skinner, which will be continued under the firm name of Teegarden, Skinner & Dickey. Mr. Dickey has moved here to give his personal attention to the business.—J. F. Seagrave, mgr.

Sweetsers, Ind.—Alfred Burge of the Burge Mfg. Co. has bot the interest of William Baum in the firm of W. J. Baum & Son. He and Gilbert Baum will build an eltr. on the site of that of the Burge Mfg. Co., burned Apr. 5, larger and better than the one destroyed. Wm. Baum retires from the grain business to supervise his farm near Sweetsers.

Wheatland, Ind.—The Farmers Eltr. Co., of which Emery Smith is mgr., will build a 15,000-bu. eltr. containing 10,000-bu. corn crib. Eltr. will have concrete basement and foundations and galvanized, corrugated siding and galvanized roofing, and is to be equipped with 20-h.p. engine, 4-ton wagon scales and office scales, two eltr. legs, U. S. sheller, B. S. C. chain-feeders, Invincible Cleaner and automatic scales. The plans have been made by Fred Friedline & Co. and contract price is \$7,600.

Indianapolis, Ind.—In granting an injunction against the Chicago, Indianapolis & Louisville Ry. Co., May 4, Judge Remster in the circuit court of this county decided that hereafter railroads operating in Indiana must begin to obey orders of the state R. R. commission as soon as issued. Heretofore in many cases railroads have evaded the commission's orders by appealing to higher courts and extending litigation until the commissions orders have expired under the 2-year limit of their existence.

Following is the program for the mid-summer meeting of the Indiana Grain Dealers Ass'n in Indianapolis, June 2, beginning at 10 a. m.: President's address, Wm. B. Foresman, Lafayette, Ind.; appointment of resolution committee; address and illustration of the moisture tests in grading corn, Prof. G. I. Christie, Purdue University; discussion; address, "Evils of Advancing Money to Farmers on Grain Purchased for Future Delivery," A. E. Reynolds, Crawfordsville, Ind.; discussion; address, "New Demurrage Rules," L. H. Mummert; discussion; question box; miscellaneous.—M. T. Dillen, sec'y.

Anderson, Ind.—The 3-story frame warehouse, 100x70 ft., of the Union Grain & Coal Co., burned in the evening of Apr. 20. It was burning vigorously when first discovered by a passer-by about 9 o'clock. The firemen's efforts were centered on saving the eltr. and mill connected with the warehouse by a narrow passage. Built three years ago at a cost of \$10,000 it had been insured for about \$6,000. Its contents included 200 tons of hay, 100 tons of flour just unloaded, meal and other foodstuffs valued at \$40,000 and insured

for \$5,000. It will be rebuilt immediately. This is the second heavy fire loss the company has suffered in the three years of its existence. In February, 1909, its eltr. and mill were damaged \$20,000 with insurance much below the loss.

IOWA.

Taintor, Ia.—Charles Miller will install a Mattoon Car Loader.

Ryan, Ia.—The Central Lbr. & Coal Co. has had its new eltr. completed by Chas. E. Newell.

Gilbert, Ia.—The Gilbert Grain Co. has decided to rebuild its eltr. burned Mar. 29.

Albia, Ia.—The Wilkin Grain Co. has replaced its gasoline engine by a 10-h.p. electric motor.

Kelley, Ia.—I am putting in a feed roll to run in connection with my eltr.—J. M. Johnston.

Cou Falls, Ia.—The Jackson Grain Co. has had a new eltr. built at this station by Chas. E. Newell.

Centerdale, Ia.—Joe Schonborne has let the contract for his new eltr. and seed house to Chas. E. Newell.

Lake City, Ia.—Wm. Kitzmiller from Grand Jct. is the new mgr. at the eltr. of the Wells-Hord Grain Co.

Winfield, Ia.—The Farmers Eltr. Co. has let the contract for the construction of its eltr. to Chas. E. Newell.

Roberts sta., Ft. Dodge p.o., Ia.—Farmers Eltr. Co. incorporated by Albert Jondie, J. E. Urban and others; capital \$5,000.

Inwood, Ia.—Farmers Eltr. Co. incorporated by A. O. Anders, T. E. Moerr, M. H. Bahnson and A. Christenson; capital stock, \$10,000.

Alton, Ia.—Work is progressing well on the new eltr. for the Farmers Mutual Co-op Co., under construction by the Younglove Const. Co.

Mitchellville, Ia.—The new plant of John W. Barrett, including grain eltr. and corn sheller, has been completed by Chas. E. Newell.

Tuckers sta., Altoona p.o., Ia.—The eltr. of John W. Barrett has the roof on and will soon be ready to receive grain. Chas. E. Newell is doing the work.

Hamburg, Ia.—Wert Reid and Horace Noble have bot the eltr. and cereal mill here of the American Hominy Co. but have made no change in the employees.

Marion, Ia.—The Bosch-Ryan Eltr. and the ground on which it stands have been purchased by the U. S. Fidelity & Guaranty Co. for \$25,000 to protect the purchaser on its bond.

Northboro, Ia.—John Woodle is building a new grain office. A ruling of the "Q" requires such structures to be at least 150 feet from the track. He may have to move his coal sheds also but not the eltr.

Sioux City, Ia.—Fire started in the cobroom on the second floor of the plant of the Akron Mfg. Co., Apr. 17, and burned to the third floor before it was extinguished. Most of the damage resulted from water.

McGregor, Ia.—Press reports that T. McMichael was dead are groundless, as the pioneer grain dealer, since his reported death, is alive and well, with his family in Colorado, as his many friends will read with pleasure.

Haverhill, Ia.—H. Schoberg has brot suit against C. C. Holdgraver and N. S. Beale, of the grain firm of Holdgraver &

Beale, for \$210 which he alleges is due him as a balance on a consignment of corn he sold to the firm.

Palmer, Ia.—The Palmer Grain Co., composed of R. A. and V. F. Frazier, has succeeded Bowen & Regur at this station. V. F. Frazier, pres. of the firm, resides here.—P. R. Frazier, pres., Blanden Grain & Lbr. Co., Blanden, Ia.

Linden, Ia.—R. E. Hussey has succeeded Ralph Stults as local agt. for the Neola Eltr. Co. Mr. Stults will go on the road as traveling auditor for the firm and will move his family to Des Moines where he will have his headquarters.

Blanden, Ia.—We have succeeded Bowen & Regur in the grain business at this point. We bot their eltr. in January and took possession Apr. 1. We also succeeded W. E. McReynolds in lumber, coal, tile and general merchandise. Our firm is composed of R. A. and P. R. Frazier formerly of Nevada, Ia. P. R. Frazier is pres.—Blanden Grain & Lbr. Co.

Fernald, Ia.—A bonfire, Apr. 29, while the wind was blowing a gale and the town had no fire protection, set a barn on fire and spread to the cribs of the Western Eltr. Co., destroying 6,000 bus. of ear corn, the eltr. valued at \$5,000, 6,000 bus. of oats and 100 tons of coal belonging to the company, 4 cars on track and about \$16,000 worth of other property. The Eltr. Co. had some insurance.

Ames, Ia.—W. K. Kellogg, of Battle Creek, Mich., has offered the Iowa Grain Improvement Ass'n his entire lot of prize corn shown here last January, to be distributed for seed. This lot contains more than 200 choice ears, all tested and arranged by sections. Only northern-grown corn will be sent to the northern part of the state. The corn-growing contest will be conducted on these conditions: (1) 100 kernels will be sent free to any farmer on application to the sec'y of the ass'n. (2) Study blanks will be sent out at various times to be filled and returned to the sec'y. (3) At harvest time the best 5 ears will be selected to be shown in the W. K. Kellogg Special Class at the 1911 grain show to be held during the short course at Ames next January. Mr. Kellogg has donated substantial prizes for this class. Prof. Holden will judge the samples which will be delivered to L. C. Burnett, sec'y Iowa Grain Improvement Ass'n, Ames, Ia.

KANSAS.

Netawaka, Kan.—O. K. Grove is installing a Mattoon Car Loader.

Bonita, Kan.—I have succeeded Kuhlman & Smith.—J. J. Kuhlman.

Russell, Kan.—The Ellsworth Mill & Eltr. Co. has succeeded Fose Bros., and Henry Fose is agent.

Moundridge, Kan.—The Farmers Eltr. Co. may close its eltr. this year on account of the poor wheat crop.

Plainville, Kan.—We will install an automatic scale in our eltr. this spring.—C. N. Burroughs, Plainville M. & E. Co.

Palco, Kan.—I have succeeded D. F. Walsh as local agt. for C. E. Robinson, who installed an automatic scale in this eltr.—C. H. Wagner.

Frankfort, Kan.—The Lincoln Grain Co. will move the eltr. it recently purchased from Clift & Nuss to the new U. P. here.—Fisher & Son.

Topeka, Kan.—The Midland Eltr. Co. will give up the eltr. it has held under lease from the Home Grain Co., which

has been closed for some months. Its lease expires in June.

Walker, Kan.—The Hays City Mlg. Co. has purchased the eltr. operated by the Shellabarger M. & Eltr. Co. and will take possession July 1.—M. J. Heyl, agt., Shellabarger M. & E. Co.

Grainfield, Kan.—C. E. Cheney, agt. Hoffman Eltr. Co. at this place, has gone to California on his honeymoon. The young lady was Miss Nina Hopkins, formerly cashier in the bank here.

Greensburg, Kan.—The recently incorporated Farmers Grain & Supply Co. has had its eltr. built by M. J. Travis, equipped with U. S. Fan Discharge Corn Sheller and a 50-ft. Constant Manlift.

Wichita, Kan.—The Board of Trade has enlarged its trading room by the removal of the partition that separated the inspector's office from the trading floor. The establishment of a "call" made this necessary.

Wichita, Kan.—Frank Geoffrey, former mgr. of the Brooking Grain Co., which will close the office it opened here a few months ago, has succeeded N. H. Keith as mgr. of the Empire Grain Co. Mr. Keith resigned to go to Waxahachie, Tex.

Macksville, Kan.—Work began Apr. 22 on the new 15,000-bu. eltr., 26x26 ft., for Ralph Northrop to be completed ready to handle the coming wheat crop. Mr. Northrop will make his home here after his marriage to Miss C. Bennett of Garden City.

Wichita, Kan.—In this column Apr. 25 it was reported that the office of Norris & Co. in this city had been closed. This is incorrect. The former manager at Wichita has removed to Kansas City and Norris & Co. still have a representative in Wichita.

Wichita, Kan.—While Henry Herzer was out of the city a few days recently a rumor was started that he had moved to Oklahoma and would close his grain office here. He wishes his friends to know he is still at his old quarters with no intention of leaving.

Udall, Kan.—Two creditors at this place and one at Derby have filed petition in bankruptcy against Gunter Bros. of the Udall Mill & Eltr. Co., who list their secured liabilities at \$6,300, unsecured \$16,060 and assets \$7,000. The first creditors' meeting was appointed for May 9.

Wichita, Kan.—J. R. Harold, for many years sec'y of the New Era Mlg. Co. of Arkansas City, has severed his connection with that firm and has purchased the Board of Trade membership of G. L. Baker of Holyrood, Kan. He will do a general grain commission and brokerage business under the name of the J. R. Harold Grain Co.

Topeka, Kan.—The state has taken an appeal to the supreme court in its case against John Radford, former state grain inspector at Kansas City, Kan., but no decision is expected until fall. The Wyandotte County Court quashed the case against him for embezzlement on the ground that no law covers it. The attorney general believes that court is in error.

Hardtner, Kan.—Our charter name is The Southwestern Eltr. & Mercantile Co. The foundation work, engine house and office building with wagon scales are completed; but we will do no more work on our eltr. until the railroad is built to this place so we can ship in the building material and machinery. We are doing no

business yet.—J. H. Morgan, pres. S. W. Eltr. & Merc. Co.

Cuba, Kan.—A recent explosion badly damaged the eltr. of the Cuba Eltr. Co., of which Grant Arbutnot is one of the proprietors. Two men working in the eltr. barely escaped. Alcoholic gas was generated by water getting into the grain. The workmen took a lighted lantern into the building which ignited the gas. The roof was blown off and one side partially wrecked. No one was hurt.

Harper, Kan.—The plant of the Harper Mill & Eltr. Co. burned in the evening of Apr. 29. All the buildings were of frame construction and when the fire was discovered about 9 o'clock none could enter the mill or office. The safe passed thru the fire without damage to contents. Insurance on machinery, \$5,000; on buildings, \$5,000; on power house, \$500. Loss above insurance, about \$20,000. A few weeks ago J. M. Cory sold his interest and retired. M. J. Shepard bot sufficient stock to give him the controlling interest in the company. The balance of the stock is owned by I. E. Martin and Mr. Schrieber of Wichita.

Larned, Kan.—About 35 eltr. men, their wives and lady friends, enjoyed a banquet here in the evening of Apr. 20, planned by Geo. W. Lawrence, mgr. Pawnee Co. Grain & Supply Co., Larned, and Perry S. White of the Frizell Grain & Supply Co., Frizell, who sent invitations to managers and eltr. men in neighboring towns where farmers' eltrs. are located. A. H. Martin of the Pawnee Co. Grn. & Sup. Co. responded to the address of welcome of Toastmaster E. Row, a former eltr. mgr. Perry S. White talked about "Testing and Buying Wheat" and maintained that, altho it was hard to lose a load of wheat because of others' dishonest actions, yet "honesty is the best policy" for the grain buyer always. His address was discussed by E. W. Olson of Ray. Mgr. A. J. Garrison of Rozel considered "Side Lines to Our Work," which he pronounced safe only when carefully handled and cited an instance of an eltr. losing more money thru bad accounts in retailing coal than could be made in that side line in five years. Fred J. Smith of the Farmers Grain & L. S. Co. of Pawnee Rock talked about "Coopering Cars" from the manager's viewpoint; and Harry Grove from the eltr. man's. Geo. W. Lawrence gave points on grading wheat and urged the necessity of care in grading only one wagon load, as he had found two and three grades in a single load. An ass'n was organized to help members conduct their grain business and also for social privileges, with Mr. Lawrence of Larned, pres.; Perry S. White of Frizell, sec'y; and W. S. Prather of Garfield, treas.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. has bot 21 eltrs., from the Peavey Grain Co. and the Midland Eltr. Co., a branch of the Peavey, giving the Shellabarger Co. a line of 36. The eltrs. in the deal are located at Shipton, Culver, Tescott, Shady Bend, Vesper, Sylvan Grove, Lucas, Luray, Natoma, Zurich, Bogue, Menlo, Colby, Bavaria, Ellsworth, Black Wolf, Russell, Hays and Quinter and Bennington, and include all the eltrs. the Peavey Co. owned along the Lincoln branch and the main line of the Union Pacific west of Salina to the Kansas-Colorado line in the heart of the Kansas hard-wheat districts; most of them handle that grain exclusively; together, more than 1,500,000 bus. annually. They will be operated in connection with the mill here. Fred D. Shellabarger, mgr.

of the Salina plant, and Charles A. McClure, the company's millwright, inspected these eltrs. all in operation, and reported them in good condition. Possession will be given June 15, when George Freeman will take general supervision, retaining all the employes now in charge of the eltrs., 27 men, as two are needed to operate some of the larger houses. About two years ago the Minneapolis office sold the line of houses in Southern Minnesota, operated under the name of the Peavey Grain Co., and has since built new eltrs. in the Northwest and is concentrating its country business more in that territory. At the time of F. H. Peavey's death, Dec. 30, 1901, his companies operated eltrs. at 431 stations; and the sale of the Kansas eltrs., involving more than \$100,000, is a continuation of a disposal of his interests. The company still has some 20 eltrs. on the U. P. east of Salina, which will also be sold. J. E. Seaver, formerly of Salina but now in Kansas City, general mgr. of the Peavey interests in Kansas, will retire and, rather than send a new man here, the company prefers to sell.

KENTUCKY.

Brighton, Ky.—George Keller has been granted a permit for the erection of a grain warehouse between here and Lowell, to cost \$5,000.

Maysville, Ky.—R. A. Carr, who suffered a fire loss last fall, has finished installing new machinery and is again ready for business.—Rains Bros.

Louisville, Ky.—Alfred Brandeis of A. Brandeis & Co. has been elected pres. of the Traffic and Transportation Committee to succeed J. B. Ford, resigned.

Dycusburg, Ky.—Cassidy & Dewey have installed two new rolls, one for wheat and one for corn and will give their plant a general overhauling.—C. H. Cassidy.

Louisville, Ky.—William F. Stockton has sued the Central Grain & Stock Exchange, a brokerage firm, F. B. Hemphill, its proprietor and mgr., and Miner & Co., for \$1,450, alleging that he has paid that sum to the defendants at margins.

Newport, Ky.—George Keller has plans for an up-to-date eltr. and hay house from H. C. Teeter, who will also furnish a feed-mill outfit and install all machinery complete. They have not yet decided whether to install an electric motor or a gasoline engine.

LOUISIANA.

New Orleans, La.—Shipments of grain from this port during April included 9,467 bus. of wheat, one shipment only, and 17,142 bus. of corn, compared with 53,075 bus. of wheat and 479,334 bus. of corn exported during Apr., 1909. Total shipments of wheat since Sept. 1, 1909, to May 1 of this year amounted to 1,156,000 bus., corn, 5,039,888 bus., a decrease of 1,348,687 bus. of wheat and an increase of 944,420 bus. of corn over the corresponding months of the previous grain year.—W. L. Richeson, chief grain inspector New Orleans Board of Trade.

MARYLAND.

Newark, Md.—I am considering installing a good mill to grind alfalfa hay into meal.—A. C. Holloway.

Baltimore, Md.—Davis & Davis, the grain and produce commission firm, a large receiver of southern and Bay grain, has taken over the business of S. M. Lyell & Co., which will be dissolved.

Charlton, Md.—D. A. Stickell recently succeeded the Charlton Eltr. Co. and that firm dissolved.—W. S. Corbett, Clear Spring, Md.

Baltimore, Md.—John M. Dennis, vice pres. of the Louis Muller Co., is being urged by his associates in the grain trade as a member of the Good Roads Commission soon to be appointed by the governor of Maryland.

We are indebted to James B. Hessong, sec'y and treas. of the Baltimore Chamber of Commerce, for the 55th annual report of that organization for the year ended Dec. 31, 1909, including a list of the officers, directors, committees and members of the Chamber, also its rules and by-laws.

Baltimore, Md.—The long struggle against the exorbitant, switching charges that have burdened Baltimore dealers for years culminated in a recent hearing by Examiner Lyon of the Interstate Commerce Commission, when testimony was given concerning specific cases in which excessive charges had been exacted. This testimony will be submitted to the I. C. C. at Washington.

Baltimore, Md.—Receipts of grain during April included 126,628 bus. of wheat, 238,296 of corn, 179,730 bus. oats, 31,782 of rye and 750 bus. of barley against 50,268 bus. wheat, 705,996 bus. corn, 221,131 bus. oats, 21,673 bus. rye and 3,931 bus. barley received during April, 1909. Shipments included 75,247 bus. wheat, 780,450 of corn and 140 bus. oats against 19,343 bus. wheat, 808,970 bus. corn, and 226 bus. oats shipped during April of last year.—James B. Hessong, sec'y-treas. Baltimore Chamber of Commerce.

MICHIGAN.

Cedar, Mich.—Our eltr. is new.—Billman & Sons.

Sunfield, Mich.—J. H. Palmer & Co. incorporated; capital \$20,000.

Ada, Mich.—We have succeeded the Ada Mlg. Co.—Grand Rapids Grain & Mill Co.

Otisville, Mich.—J. W. Read of South Lyon has bot the eltr. here of the Stockbridge Eltr. Co.

Sturgis, Mich.—Harry G. Blue and Frank Gilhams have purchased the eltr. of Willard Walter.

Bannister, Mich.—The Bannister Eltr. Co. is enlarging its house.—Ithaca Roller Mills, Ithaca, Mich.

Klingers, Mich.—Harry G. Blue and Frank Gilhams have bot the eltr. at this station of Willard Walter.

Riverdale, Mich.—The Riverdale Eltr. Co. is making extensive improvements.—Ithaca Roller Mills, Ithaca, Mich.

North Star, Mich.—The N. S. Eltr. Co. is increasing its capacity and is putting in a stock of building material.—Ithaca Roller Mills.

Ithaca, Mich.—We are overhauling our bean eltr., putting in several new machines and increasing our capacity.—Ithaca Roller Mills.

Bennington, Mich.—C. R. Bailey & Co. have bot the eltr. interests of Chas. Snyder, and will operate this plant in connection with their eltr. at Laingsburg, Mich.

Ypsilanti, Mich.—Three carloads of oats and a quantity of other grain burned in the fire that destroyed the brick mill of Bert G. Moorman in the evening of Apr. 25. Total loss \$5,000, partly insured. Fire is supposed to have started from crossed wires.

Portland, Mich.—O. C. Allen, who recently sold his eltr. here to the Portland Mlg. Co., has gone to Seattle, Wash., to enter the automobile business.—Isbell-Brown Co., Lansing, Mich.

The Michigan Hay Dealers Ass'n has taken the new uniform demurrage code into the courts and the case will probably be appealed no matter what the decision. Meantime Michigan millers have been advised to pay demurrage under protest until the new code is tested in the courts.

Battle Creek, Mich.—The Wolverine Feed Co. will install an automatic feed mixer with three automatic scales so the alfalfa meal, the crushed oats, and the cracked corn can be weighed at the same time, dumped into the mixer and then into the bag. The National Automatic Scale Co. builds the machine.

Battle Creek, Mich.—Additional assets of \$979 are reported for the Wolverine Grain Co. that recently went into bankruptcy with liabilities aggregating \$18,000 and assets scheduled at \$3,337 in accounts. The company was organized about four years ago by Emil and Oscar Bueltingsloewen, who managed it. They bot grain, especially wheat, in carload lots from mills in surrounding small towns.

Detroit, Mich.—Detroit received during April 31,770 bus. wheat, 61,569 bus. corn, 193,722 bus. oats, 17,171 of barley and 5,065 bus. rye compared with 18,011 bus. wheat, 102,506 of corn, 212,143 of oats, 30,063 of barley and 12,813 bus. of rye received during Apr., 1909. Shipments included 7,548 bus. wheat, 155,586 of corn, 19,671 bus. oats, and 45,696 bus. of rye during April compared with no wheat, 78,382 bus. corn, 19,400 bus. of oats, and 3,800 bus. of rye shipped during Apr., 1909. No barley was shipped out in April of either this or last year.—F. W. Waring, sec'y Detroit Board of Trade.

MINNESOTA.

Badger, Minn.—Hanson & Barzen have let the contract to E. C. Werz for the erection of an eltr. here.

Kasota, Minn.—The Dakota Cereal Co. has confessed bankruptcy. Henry B. Burteleit was named receiver.

Duluth, Minn.—The Duluth Linseed Oil & Commission Co. has been incorporated to handle flaxseed and oil cake; C. H. Thornton, pres.

Silver Lake, Minn.—The Silver Lake Co-op. Eltr. Ass'n, the new farmers' company, has bot the eltr. here of the State Eltr. Co. for \$4,000.

Spicer, Minn.—The eltr. of the Cargill Eltr. Co. caught fire several times but the flames were extinguished with but slight damage during a recent fire nearby.

Round Lake, Minn.—The Round Lake Grain & Mercantile Co., a farmers' company, has bot the eltr. of the Round Lake Grain & Lbr. Co.—B. B. Andersen, per E. D. Tripp, agt.

Hutchinson, Minn.—August Steinkopf of Buffalo Lake has bot the McDonald Eltr. here; last operated by the Columbia Eltr. Co. The house has been closed for more than a year.

Nerstrand, Minn.—Charles C. Roe, formerly mgr. of the Farmers Mer. & Eltr. Co. of Kenyon, Minn., has bot the eltr. here of E. E. Bulen for \$3,500 and will take possession May 16.

Harmony, Minn.—The Milwaukee Eltr. Co. recently purchased the warehouse of T. F. Ruddy and will reduce the building, will also build an 80-ft. extension to the coal shed, making it 140x16 ft.

Hastings, Minn.—Our eltr. office was damaged about \$150, Apr. 28, caused by the overheating of the exhaust pipe of the gasoline engine. Fully insured.—F. W. Stokes, mgr. Hastings Farmers Eltr. Co.

St. Lawrence sta., Perham p. o., Minn.—G. W. Van Dusen & Co. will have T. E. Ibberson give the eltr. one coat of paint and the office two, and fix the top conveyors so the slide is level with the bottom of worm.

Canton, Minn.—The Farmers Co-op. Shipping Co. will take down the combination office and house for horse-power and erect a neat office and engine house about 12 ft. from the main eltr., at present occupied by Helikson Bros. of Harmony, Minn.

Duluth, Minn.—P. B. McTague and V. W. Lovejoy of this city and H. L. Hankinson of Minneapolis have been admitted to membership in the Duluth Board of Trade and Paul M. Morris and Walter G. Hall have withdrawn from membership.—Chas. F. Macdonald, sec'y.

Canby, Minn.—The Atlas Eltr. Co. will have T. E. Ibberson install an engine and a new scale, fix the pits and repair the eltr. generally. G. W. Van Dusen & Co. will have him build an engine room, a foundation for the engine and a new stack, also overhaul the eltr.

Wood Lake, Minn.—During the night of Apr. 25 fire was discovered in the eltr. of the Security Eltr. Co. and extinguished. The next night the building again caught fire and was completely destroyed, the flames having gained such headway the firemen's work was useless. The matter will be investigated.

New Ulm, Minn.—The New Ulm Roller Co. is having a 40,000-bu. eltr. built by C. E. Bird & Co. to replace that burned Mar. 19. It will be equipped with 3 stands of eltrs., a motor drive, a cleaner, a power shovel, a Richardson Automatic Scale and two gasoline engines, one of 25 h. p. and the other of 7½ h. p.

Glenwood, Minn.—The eltr. owned by the Loomis-Benson Co. and leased by J. J. Decker with myself as agt., that burned Apr. 10, contained 2,700 bus. of grain, mostly wheat, 22,000 lbs. of timothy seed and 375 bus. flaxseed. As the fire started on the roof about 10 o'clock in the evening, it is supposed to have been caused by sparks from a switch engine. I have heard nothing yet in regard to rebuilding.—P. H. Wheeler.

Duluth, Minn.—Receipts of grain during April included 2,670,308 bus. wheat, no corn, 637,055 bus. oats, 466,486 bus. barley, 38,812 bus. rye and 123,440 of flaxseed compared with 1,148,939 bus. wheat, 17,107 bus. corn, 124,528 of oats, 199,964 of barley, 1,359 bus. rye and 119,338 bus. flaxseed received in Apr., 1909. Shipments included 3,467,443 bus. wheat, no corn, 1,233,516 bus. oats, 1,043,975 of barley, 25,000 bus. rye and 184,232 bus. flaxseed during April against 170,648 bus. wheat, 95,000 bus. corn, 101,097 of oats, 690,087 of barley, 4,000 bus. rye and 49,499 bus. flaxseed shipped in Apr., 1909.—Chas. F. Macdonald, sec'y Duluth Board of Trade.

MINNEAPOLIS LETTER.

John Southall of Southall Bros., Berlin, N. D., has applied for membership in the Minneapolis Chamber of Commerce.

W. H. Dickinson & Co. have moved to their new offices in the Chamber of Commerce annex, just off the exchange room, and have installed up-to-date equipment in their customers' room.

Wheat receipts in Minneapolis from Sept. 1, 1909, to May 4 totaled 79,171,880 bu., against 70,241,830 bus. received during the corresponding period of the previous grain year.

The Merchants Eltr. Co. is having an addition of 8 storage tanks, 20 ft. in diameter and 82 ft. high, built by L. O. Hickok & Son, who erected the present plant in 1908. Conveying machinery will extend thru to the new tanks.

J. C. Woodworth, pres. of the Hollister-Woodworth Co., and for 20 years a member of the Minneapolis Chamber of Commerce, died suddenly of apoplexy, Apr. 24, aged 60. He was born in Lafayette County, Wis., came to this city in 1887 and engaged in the grain business. For years he was one of the principals in the Diamond Eltr. & Mfg. Co., operating a cereal mill. He is survived by his widow and two sons, John E. and Richard E. Woodworth.

J. K. Elliott, one of the oldest members of the Chamber of Commerce and pres. of the grain commission firm of J. K. Elliott & Co., and George E. Sanborn, another officer of the company, were stabbed by Charles J. Dewey, a bookkeeper, during a fight in the company's offices, Apr. 27. Mr. Sanborn charged Dewey with making an error in the books concerning the purchase of some flax, which had caused the firm to lose \$200. Dewey resented this, and the argument merged into a fight. In trying to stay the bookkeeper's knife hand as the blade was about to be plunged into Sanborn's side again, Mr. Elliott received a deep cut in his leg, but was able to be in his office next day. Dewey left his bleeding victims and went to the lavatory on another floor to wash off the blood. On his return to the office he was arrested. Mr. Sanborn received several knife wounds in his body.

MISSOURI.

Warrensburg, Mo.—Jesse J. Culp is building a foundation for his new eltr.

Palmyra, Mo.—Metcalf & Dingle will build an eltr. near one which will be built by Danner & Garrison.

Archie, Mo.—Chas. H. Wier is at the head of a company who will build a 10,000-bu. eltr. here. We expect to make the plans.—F. E. Parker & Son.

Jefferson City, Mo.—The eltr. of J. A. Kaiser burned Apr. 22, with 7,000 bus. of wheat, sacks, scales and flour worth \$3,300. Insurance, \$10,000.

Montrose, Mo.—Kaufmans Bros. are building an eltr., which will be equipped with machinery manufactured by the B. S. Constant Co. The equipment includes a No. 4, U. S. fan discharge corn sheller, B. S. C. feeder and conveyor and Constant Manlift.

KANSAS CITY LETTER.

Petition in bankruptcy was filed in the United States District Court Apr. 25 against the George A. Adams Grain Co.

The writ of error to the Supreme Court of the United States does not act as a supersedeas, consequently the decision of the state supreme court against the 100-lb. dock will be enforced.

W. M. Whitelaw, receiver, has announced that about 500 speculators will lose 80% of their bets with the C. C. Christie Grain Co. bucket shop. When the company failed it had \$13,417.13 cash.

Henry P. Ismert of the Ismert-Hinke Mfg. Co. was elected to membership in the Kansas City board of trade, to succeed John Ismert, who has gone to Ger-

many with his wife for a year or more in pursuit of health.

The Supreme Court has denied the Kansas City Board of Trade a rehearing of the case of R. J. House on the charge of violating the law which prohibits deductions from actual weight of grain, coal or hay for any purpose. The Missouri Supreme Court on Apr. 30 granted a writ of error to the Supreme Court of the United States.

Members of the Board of Trade voted May 9 on an amendment to the rules providing that seller or buyer can call margin on sales the shipment of which is deferred 10 days or more, the margin to be equal to the difference between the original price and the market on the day of the call. It is said that a number of southern buyers began buying corn in December for delivery up to June and now are refusing to take the corn, the market having declined. The rule establishing margins on contracts for deferred shipment was adopted May 9 by vote of the members of the Kansas City Board of Trade. The rule is published elsewhere in this number of the Journal.

ST. LOUIS LETTER.

H. H. Savage has severed his connection with the Cochrane Grain Co.

E. W. Wagner of Chicago has been made a member of the Merchants Exchange.

The suit by C. H. Taylor & Co. against Henry W. Sebastian has been thrown out of court because based on a purchase of privileges.

Henry W. Sebastian has been elected pres. of the Mississippi Valley Eltr. & Grain Co. in place of Jacob Schreiner, who resigned.

The receipts of wheat during the month of April were 549,181 bus., corn, 1,774,040 bus., oats, 1,238,400 bus., barley, 61,100 bus., rye, 27,108 bus. Shipments were, wheat, 805,240 bus., corn, 1,686,450 bus., oats, 841,520 bus., barley, 7,200 bus., and rye, 31,050 bus.—George H. Morgan, Sec'y Merchants Exchange.

The following are recent applicants for membership in the Merchants Exchange during April: Arthur Schisler, of St. Louis, E. W. Wagner of Chicago, Jos. H. Griese of St. Louis, J. G. Munday of Litchfield, Ill. Transfers were: Isaac P. Lusk, Wallace Butler, jr., S. G. Tinsley, John C. Emig, and E. L. Roederer. The only transfer by members in the grain trade was Otto Katz.—George H. Morgan, Sec'y of the Merchants Exchange.

Francis J. Miner was sentenced May 6 to 5 years in the penitentiary for operating bucket-shops. He has asked a new trial and is out on bail. He conducted the Merchants Stock & Grain Co. Should he fail in his appeal to the Supreme Court on technicalities this prison sentence will deter others from embarking in the bucket-shop traffic, since he was well known as a leader in such enterprises, having been pres. of the Cella Commission Co.

C. A. Smith, who for the past five years has been cashier of the Cochrane Grain Co., one of the largest cash grain houses in the city, disappeared Apr. 30. His books are being gone over by an expert to learn if there is a shortage in the accounts. Smith has been in the employ of the Cochrane Grain Co. for five years and until recently was under \$5,000 bond. He is about forty years of age and has a wife and one child. The accounts of the company were so involved that it

was decided to liquidate the business, the grain consignments being turned over to Langelberg Bros. & Co., and Smith, Vincent & Co. To take over the lease of the old company on the Exchange Eltr. the Cochrane Grain & Eltr. Co. has been incorporated with \$25,000 capital stock, and John E. Hall, Manning W. Cochrane, Jas. W. Shaw and W. H. White as stockholders.

The Merchants Exchange voted Apr. 29 to increase members' rates from $\frac{1}{2}$ to $\frac{3}{4}$ of the rate to non-members. The rule which was passed with 301 ayes and 41 nays, is as follows: Whenever any property as above described is bought or sold on commission, for account of a member of this Exchange, or for account of a firm or corporation, one of whose general partners or officers is a member of this Exchange, in good standing, the minimum charge shall be $\frac{3}{4}$ c per bushel on bulk wheat, rye or barley, and $\frac{3}{4}$ c per bushel on bulk corn and oats, on other commodities, including sacked grain, grain products, seeds, hay and castor beans, the minimum charge shall be three-fourths of the present rate charged to non-members. But in all such cases the member acting as commission merchant shall, in addition, charge exchange on drafts and interest at the current rate on all money advanced or paid by said member, or his firm or corporation, on account of or against such property, from the time of such advancement or payment to the time of reimbursement.

MONTANA.

Havre, Mont.—The St. Anthony & Dakota Eltr. Co. will erect an eltr.

Bridger, Mont.—The Commercial Club is thinking of establishing an eltr. here.

Lewistown, Mont.—M. B. Lytle is now mgr. of the Farmers Eltr. Co. that bot his eltr.

Columbia Falls, Mont.—The Chamber of Commerce is taking steps to erect an eltr. here.

Terry, Mont.—Wm. O. Laughlin has resigned his position with the Goodrich-Call Lumber Co. and will build a 40,000-bu. eltr. here.

Hecla, Mont.—G. W. Van Dusen & Co. will have T. E. Ibberson install new direct spout (well casing), and new distributing spout in warehouse.

Rudyard, Mont.—I have resigned my position as mgr. of the Riverside Farmers Eltr. Co., Newburg, N. D., and have taken a homestead here and will build an eltr. this summer.—E. P. Lindgren.

NEBRASKA.

Belden, Neb.—The Atlas Eltr. Co. will erect an eltr. T. E. Ibberson has the contract.

Boone, Neb.—The Trans-Mississippi Grain Co. has installed a new automatic weigher in its eltr.

Ulysses, Neb.—The Ulysses Grain Co. will install a Hall Signaling Non-mixing Grain Distributor.

Allen, Neb.—The Atlas Eltr. Co. will have its weighing out scales overhauled this spring by T. E. Ibberson.

Omaha, Neb.—The Stidham Grain Co. incorporated, with a capital stock of \$50,000; by Chas. Stidham and others.

Fairbury, Neb.—The mill and eltr. of William Van Buren & Son burned Apr. 23; total loss, \$18,000; insurance, \$9,000.

Hampton, Neb.—We have bot the eltr. of the Updike Grain Co. at this place.—

C. J. Carstensen, mgr. Hampton Grain Co.

Central City, Neb.—The T. B. Hord Grain Co. will install a 12-h.p. rebuilt gasoline engine, furnished by A. H. McDonald.

Creighton, Neb.—M. J. Wagner and Frank Wagner, the latter of Foster, have purchased Bush Bros. eltr. and stock business.

Clarks, Neb.—A fire, Apr. 21, destroyed the cribs of the Hord & Shonsey Cattle Co's. eltr., also a warehouse and four barns. Loss, \$15,000.

Wynot, Neb.—O. Vincent, mgr. Farmers Grain Co., Omaha, addressed a meeting of farmers here recently for the purpose of starting an eltr.

Edgar, Neb.—The Farmers Commercial Ass'n has filed a petition for a transfer switch between the Burlington and St. Joseph & Grand Island railroads.

Phillips, Neb.—The Peterson Grain Co. incorporated to buy and sell grain, coal and live stock; capital stock, \$20,000. A. P. Peterson, pres.; G. Roth, sec'y.

Diller, Neb.—The Diller Farmers Grain Co. is increasing the small grain storage capacity of its eltr. by converting a large ear corn bin into bins for wheat and oats.

Lincoln, Neb.—H. E. Scott, supt. of the Updike Grain, Co., has resigned, and accepted a similar position with the Middle West Eltr. Co. of Omaha, at Council Bluffs.

St. Mary, Neb.—The eltr. of Thos. Cochrane is now undergoing considerable repairing. A steel pan, 8 ft. square and 5 ft. deep, will be placed at the eltr. boot to keep the water out.

Valley, Neb.—Whitmore Bros. Co. incorporated to conduct a grain and live stock business; capital stock, \$100,000; incorporators, William G. Frank, Fred H. and James D. Whitmore.

Omaha, Neb.—A. C. Holmquist and J. A. Linderholm have been admitted to membership in the Exchange, and the Guy C. Barton membership has been transferred to Barton Millard.

Crete, Neb.—Until recently, I have had charge of the Aurora Eltr. Co. at Aurora, but have now taken charge for the Farmers Eltr. Co., at this place. My successor at Aurora is H. E. Toof.—J. W. Short-hill.

Omaha, Neb.—Fire again broke out in the smouldering ruins of the Nye-Schneider-Fowler Co's eltr., Apr. 28. The fire will cause considerable additional loss to grain salvage. About 225 carloads of grain were saved.

Hendley, Neb.—The eltr. of the Central Granaries Co. burned Apr. 20 together with 1,000 bus. of corn and 800 bus. of wheat. Total loss, \$4,500. The fire started under the eaves of the cupola. The company will probably rebuild.

Tobias, Neb.—One of the corn-cribs of the Lincoln Grain Co. burned Apr. 25, with 2,250 bus. of grain. Loss, \$1,300. Fire was caused by sparks from a passing engine. Claim will be filed against the railroad for the amount of damage.

Clearwater, Neb.—The Clearwater Eltr. Co., composed of 100 farmers and business men incorporated; capital stock, \$40,000. A. F. Bare, pres.; Henry Rheimers, vice pres.; Frank Eaton, sec'y; B. M. McCauley, treas.; W. F. Moses, mgr.

Fairbury, Neb.—W. M. Van Buren & Son's eltr. burned Apr. 22. Loss, \$17,000; insurance, \$9,000. The fire started in the engine room. The eltr. had just re-

cently been remodeled, and it is not decided whether or not it will be rebuilt. In store was much flour which was damaged by smoke and water.

Berks, Neb.—The H. O. Barber & Sons' grain eltr. containing about 10,000 bus. of corn, 8,000 bus. of wheat and 1,200 bus. of oats, burned Apr. 26. The fire is supposed to have caught from sparks from a passing train. The loss, which is estimated at \$13,000, is fully covered by insurance. The house will be rebuilt.

Omaha, Neb.—The Uncle Sam Breakfast Food will install an automatic machine made by the National Automatic Scale Co. to fill packages of 2 lbs. each. The machine consists of 2 automatic scales, a mixer and a packer. Each ingredient is weighed separately, dumped into the mixer and packed in carton ready for delivery.

Omaha, Neb.—Omaha receipts of grain for the month of April were: Wheat, 178,800 bus.; corn, 1,706,100 bus.; oats, 289,600 bus.; rye, 6,000 bus.; barley, 23,000 bus., with a total of 2,203,500 bus., against the following for the month of April, 1909: Wheat, 309,600; corn, 1,735,800; oats, 579,200; rye, 7,000; barley, 45,000, with a total of 2,676,600 bus. Shipments for the month of April were: Wheat, 211,000 bus.; corn, 2,141,000 bus.; oats, 556,500 bus.; rye, 8,000 bus.; barley, 7,000 bus., with a total of 2,923,500 bus., against the following shipments during the month of April, 1909: Wheat, 309,000 bus.; corn, 1,867,000 bus.; oats, 682,500 bus.; rye, 3,000; barley, 27,000 bus., with a total of 2,888,500 bus.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Wellesley, Mass.—F. Diehl & Son, dealers in grain and coal, sustained a loss of \$18,000 by fire Apr. 25. This is the fourth loss by fire to this firm during the past two years. The theory is that the fire was of incendiary origin.

Boston, Mass.—The recommendations of the grain committee of the Boston Chamber of Commerce making several changes and additions to the grades of grain were adopted recently without opposition. These changes are made to place the Boston brokers on equal trade terms with Winnipeg and Canada, and to enable them to handle the lower grades of export grain from Winnipeg, and apply to No. 3 and No. 4 northern spring wheat; No. 1, No. 2, No. 3 and No. 4 clipped white oats.

NEW JERSEY.

Newark, N. J.—Wilkinson, Gaddis & Co. are rebuilding a mill and eltr. to cost \$39,000, the structure to be fireproof and of reinforced concrete and to cover an area of 48x58 ft. The American Concrete Steel Co. will do the building.

NEW MEXICO.

Artesia, N. M.—The alfalfa meal mill of J. O. Kuykendall burned Apr. 19; loss, \$18,000; partly insured.

NEW YORK.

Waverly, N. Y.—Tioga Mill & Eltr. Co. has installed a 50-ft. Constant Safety Manlift.

New York, N. Y.—Lewis Newport, retired grain merchant, died Apr. 17, of senile debility, aged 83.

New York, N. Y.—Samuel Stenson, Jr., of the recently dissolved grain com-

mission firm of Clearman & Stenson, has resigned from the Produce Exchange.

New York, N. Y.—George J. Jones, formerly local representative of the Husted Mfg. Co., of Buffalo, has gone into the grain and feed business on the Produce Exchange.

New York, N. Y.—The Turnbull Co. incorporated to deal in grain, feed, hay, straw, etc.; capital stock, \$25,000; incorporators, Frank M. Turnbull, Donald O. Price, Newark, N. J.; Oscora J. Dennis, New York.

New York, N. Y.—The chief subjects of discussion at a called meeting held on the floor of the Produce Exchange, Apr. 27, were the possibility of reducing the cost of living by increasing the production on farms, the necessity of opening more agricultural area, the possibility of increasing the yield per acre on the area now in use, and the redemption of abandoned farms. Addresses were made by Sec'y Wilson of the Dept. of Agriculture and W. C. Brown, pres. of the N. Y. Central R. R.; Pres. Welding Ring, of the exchange, presided.

New York, N. Y.—Edward W. Mascord, aged 70, for many years a member of the Exchange, died suddenly at his home in this city. He entered the grain business during his boyhood, beginning his career with the old grain commission house of John Hobbs & Co., and subsequently became a partner in the firm of Story, Ward & Mascord. At the time of his death, he was associated with the firm of Wm. H. Story & Co. He was an expert on barley, malt and rye. He is survived by a wife and daughter. The New York Produce Exchange adopted suitable resolutions of regret, and appointed a large committee to attend the funeral.

New York, N. Y.—Two arrests declared to be the most important in the fight which Attorney General Wickersham is carrying on against the bucket-shops of the United States were made Apr. 30. One was Frank Maier of the brokerage firm of Morrison & Maier, who was arrested by government detectives. Maier is charged with appropriating quotations of the exchange, and sending them to all eastern connections of the bucketshop fraternity. The other was Joseph Becker, who was captured in an office alleged to belong to "T. Mar-dian," in Jersey City. Becker is charged with sending quotations south and west. Twenty-nine arrests have been made by government officials upon the same charge, previous to these two, but the apprehension of Becker and Maier is considered most important, because their arrest shuts off quotations.

BUFFALO LETTER.

Thomas M. Ryan has abandoned the old Bennett Eltr. as an unprofitable venture.

The Wilkeson Eltr. which belongs to the Lackawanna R. R. Co. is being dismantled.

The directors of the Corn Exchange last week elected the following officers: pres. Henry D. Waters; vice-pres. S. M. Ratcliffe; treas. L. S. Churchill; sec'y, F. E. Bond.

Basil Burns, formerly connected with the Burns-Yantis Grain Co. and Burns Bros. Co., has engaged in the grain business here on his own account and will do a strictly grain commission business.

In setting aside a demurrer filed by the Buffalo Cold Storage Co., which was indicted last March for alleged violation

of the pure food law, the decision was rendered that the act applies to warehousemen, as well as to manufacturers and dealers.

As the result of a conference held Apr. 19 between the officers of the Grain Shovelers Union and eltr. owners, the 600 scoopers in Buffalo were granted the following requests: an increase of 12½¢ per 1,000 bus. handled, making the amount now received \$2.35 per 1,000 bus., the rule that men would not be called upon to handle cargoes of less than 50,000 bus. after 10 o'clock at night (unless absolutely necessary), an assurance of work when they are ready.

NORTH DAKOTA.

Lansford, N. D.—McCabe Bros.' Eltr. is being razed.

Buffalo Springs, N. D.—Geo. Silvius is erecting an eltr.

Buxton, N. D.—The Farmers Eltr. Co. will increase capital stock to \$10,000.

Calio, N. D.—Fred C. Meyer, former agt. of the Northland Eltr. Co., died recently.

Geneseo, N. D.—The burned eltr. of the St. Anthony & Dakota Eltr. Co. will be rebuilt.

Sterling, N. D.—The Farmers Eltr. Co. held a meeting recently and completed its organization.

Milton, N. D.—The Farmer's Eltr. Co., a recent organization, has paid \$4,000 for the eltr. of the Imperial Eltr. Co.

Brenner sta., Tiffany p. o., N. D.—The Equity Eltr. & Trading Co. incorporated; capital \$12,000; P. A. Berge, pres., W. R. Hartl, sec'y.

Buxton, N. D.—The Buxton Farmers Eltr. Co. will increase its capital stock \$10,000; B. L. Skrivseth, pres., Geo. J. Longfellow, sec'y.

Jessie, N. D.—The Great Western Eltr. Co. is erecting a 25,000-bu. eltr., equipped with 8 h. p. gasoline engine and 6-ton scale. C. E. Bird & Co. have the contract.

Jamestown, N. D.—George Smith has selected sites for a number of eltrs. to be built at the new towns along the Northern Pacific branch, west of the Missouri.

Brocket, N. D.—Brocket Eltr. Co. incorporated; capital stock, \$20,000; incorporators, J. S. Hoffman, A. F. Mouravetz, Brocket, N. D., and L. B. Ray, Petersburg, N. D.

Hazleton, N. D.—The Reliance Eltr. Co. is building a 40,000-bu. eltr., equipped with one stand of eltrs., 6 h. p. gasoline engine, 5-ton scale, 60-bu. hopper scale. C. E. Bird & Co. have the contract.

Beach, N. D.—The oats annex of the Golden Valley Indpt. Grain Co. collapsed Apr. 27, spilling 25,000 bus. oats. A workman had a narrow escape from being caught between the two buildings.

Butte, N. D.—The Hart-Robinson Co. will build an up-to-date eltr. of 40,000-bu. capacity. W. A. Hart, who was formerly connected with the Thorpe Eltr. Co., Minneapolis, Minn., will be mgr.

Jessie, N. D.—The Thorn Arndt Grain Co. bot the eltr. of the Monarch Eltr. Co. here. It was incorrectly stated in the last number that the purchase was at Cooperstown, N. D.—Robert I. Thorn, agt.

Kenmare, N. D.—The eltr. of the Farmers Eltr. Co. burned Apr. 26. Loss on building \$6,500, and on grain, \$4,000, insurance on building \$4,500 and on grain

\$2,500. The Soo R. R. also lost five cars which were valued at \$7,000.

Kermit, N. D.—Four farmers eltrs. in this section of the state have been burned during the past few days, the Farmers Eltr. at Kermit being the last to go down. Incendiary origin is suspected, as the fires all started in the same manner.

Regent, N. D.—We have recently incorporated and will build two 30,000-bu. eltrs., one at Regent and the other at Havelock, a new town eight miles west of Regent, on the Cannon Ball branch of the C. M. S. P. R. R. C. H. Benson has the contract to build our eltrs.—John P. Jungers, mgr. Regent Grain Co.

OHIO.

Greenville, O.—Helm & Reis Co. will install a Mattoon Car Loader.

Oregonia, O.—The firm of Spencer & Monroe has gone out of business.—I. K. Spencer.

Remember the annual meeting of the Ohio Grain Dealers Ass'n at Cedar Point, June 15 and 16.

Columbus, O.—The Woods utilities bill was defeated in the state senate Apr. 28 by a vote of 22 to 10.

Columbus, O.—Uncle Joe McCord, sec'y of the Ohio Grain Dealers Ass'n, has been "holed" up a few days with tonsillitis.

Cincinnati, O.—New members recently elected to the Chamber of Commerce May 3 are Wm. G. Kreger and Wm. H. Barnes.

Toledo, O.—The Toledo Eltr. "C," 700,000-bu. capacity, has been sold to the Maumee Wrecking Co. and will be dismantled.

Greenville, O.—The eltr. of Wenrick, Mote & Hawkins on the Cincinnati Northern R. R., with 5,000 bus. of grain, burned Apr. 22.

Colby, Clyde p. o., O.—The W. H. Gardner Grain & Mill Co. will rebuild the eltr. at this place, which burned Apr. 1.—G. M. Benfer.

Cincinnati, O.—Gale Bros. Co. is sending friends a May calendar, with a reproduction in colors of Gutman's painting, "New Arrivals."

Galloway, O.—David B. Peters, aged 65, for thirty years a dealer in grain and stock, died Apr. 25. A widow, two daughters and a brother survive.

Toledo, O.—Charles LeSuer, formerly connected with the Chicago Board of Trade and since 1883 deputy inspector of the Toledo Produce Exchange, died Apr. 22.

Chillicothe, O.—We have purchased the Marfield Mfg. Co. property, whose plant has been closed since they were declared bankrupt, several months ago.—Standard Cereal Co.

Jackson Center, O.—I sold my interest of the Jackson Center Mills & Eltr. to my partner, K. Threlkeld, and bot Burkholder & Judkins' eltr. at Delphos, O., of which I will soon take possession.—L. C. Allinger, Allinger & Threlkeld.

Toledo, O.—Corn is arriving here out of condition, but can be remedied by yourselves at home. The fine dirt sifts to the bottom of a car of corn and creates a heated and musty condition. CLEAN YOUR CORN and it will arrive cool and sweet. Five bushels of Mahogany corn mixed with 1,500 bus. of good No. 3 Yellow corn will make the entire car sour and musty in less than forty-eight hours. Keep the Mahogany corn

and ship it by itself.—E. H. Culver, Chief Inspector.

Toledo, O.—The drier in the East Side Eltr., which has a capacity of 500 bus. per hour, will be completed next week, and will increase the drying capacity at this place, which was reduced to 600 bus. by the burning of Toledo Eltr. "A" a short time ago. These driers are working to full capacity on account of the damp condition of corn.

Lima, O.—The many friends of C. L. Curless will be pained to learn of his recent death. He was highly esteemed by those in the trade at this city and in this territory. Mr. Curless was a very active member in the Northwestern Ohio Grain Dealers Ass'n, which has adopted suitable resolutions of respect and of sympathy for the bereaved widow.

Toledo, O.—The receipts of grain at this market during April included wheat, 110,000 bus., corn, 401,900 bus., oats, 206,000 bus., rye, 10,650, barley, none, compared with wheat, 160,000 bus., corn, 171,700 bus., oats, 99,800 bus., rye, 12,500 bus., barley, 2,000 bus. during Apr., 1909. The shipments during April included wheat, 75,950 bus., corn, 209,300 bus., oats, 144,450 bus., rye, 11,800 bus., barley, none, compared with wheat, 47,000 bus., corn, 184,800 bus., oats 67,200 bus., rye, 5,000 bus., barley, none, for April, 1909.—A. Gassaway, sec'y Produce Exchange.

Columbus, O.—The sixth annual meeting of the Ohio Millers State Ass'n was held here Apr. 21 and 22. The dinner of the Ass'n on the evening of Apr. 22 was presided over by C. B. Jenkins, mgr. of the Noblesville Mlg. Co., Noblesville, Ind., and who also gave a fine talk, the subject of which was "Cheer Up." Among those who responded to a toast was Fred Mayer of J. F. Zahm & Co., Toledo. The officers elected for the ensuing year were, pres., John S. Dewey, of Dewey Bros. Co.; vice pres., Frank H. Tanner, of the Hicks Brown Mlg. Co.; treas., Harry W. Fish.

Columbus, O.—The Schaibly bill against bucket shops makes jail sentences for such offense mandatory. For the first offense the penalty is a fine of not less than \$500 or more than \$5,000 or imprisonment not to exceed six months. For each subsequent offense, and each day of operation after the first conviction is a separate offense, the penalty is a fine of from \$200 to \$5,000 and imprisonment for six months. In making a favorable report on the bill, the house committee on codes cut out the sections defining bucket shops. An effort will be made to have this restored to the bill.

Cincinnati, O.—The receipts of grain for the month of Apr. were as follows: barley, 52,762 bus., corn, 789,244 bus., oats, 553,970 bus., rye, 64,732 bus., wheat, 195,611 bus.; compared with barley, 14,120 bus., corn, 538,926 bus., oats 382,680 bus., rye, 26,140 bus., and wheat, 255,326 bus. during the corresponding month of last year. Shipments during Apr., 1910, were: barley, 1,066 bus., corn, 502,023 bus., oats, 354,078 bus., rye, 25,120 bus., wheat, 189,176 bus., compared with barley 28 bus., corn, 313,570 bus., oats 200,850 bus., rye, 16,040 bus., and wheat, 226,658 bus. during the corresponding month last year.—C. B. Murray, Supt. Chamber of Commerce.

Troy, O.—For the Allen & Wheeler Co. a substantial concrete storage annex will be erected by James Stewart & Co. The 6 tanks will be clustered in 2 rows near the mill, which will be reached by a spout. A reinforced concrete cupola

will bring the total height of the 84x43-ft. eltr. to 170 ft. A foundation also will be put in for 2 present steel tanks 35 ft. high, the capacity of the concrete tanks and interstices alone being 150,000 bus. The equipment will include 1 leg with 14x7 buckets, 2,000-bu. cleaner, 16-in. screw conveyor in basement and over bins a like conveyor from the 1,600-bu. scale hopper to bins. The tanks will be 90 ft. high, 20 ft. 3 ins. inside diameter and have hopper bottoms and steel draw-off gates. Power will be taken from the street car line to 20-h.p. motor in basement and 50-h.p. motor in cupola.

OKLAHOMA.

Enid, Okla.—Wirt & Lyons will construct an eltr.

Yukon, Okla.—The Yukon Mill & Grain Co. is building a warehouse.

Minco, Okla.—The Grady County Grain Co., incorporated; capital, \$8,000.

Snyder, Okla.—G. W. Cole is rebuilding his eltr., which was destroyed by fire two months ago.

Verden, Okla.—The 15,000-bu. eltr. and warehouse of the Chickasha Mlg. Co. burned May. 2.

Tuttle, Okla.—G. M. Mell has let the contract to remodel and iron-clad his eltr. to J. A. Horn & Co.

Oklahoma City, Okla.—P. Mullin, mgr. Empire Grain Co., is in Texas for his health. He will return soon.

Holdenville, Okla.—The Holdenville Grain & Products Co. has increased its capital stock from \$5,000 to \$10,000.

Guthrie, Okla.—Charles F. Barrett has resigned his position as Sec'y of the Oklahoma State Board of Agriculture.

Blackwell, Okla.—We have installed a new type-registering scale also an Avery Sacking scale in our eltr.—Bentke Bros.

Lindsay, Okla.—Fire recently destroyed the eltr. of Keel & Son together with 10,000 bus. of corn; loss covered by insurance.

Mountain Park, Okla.—An eltr. is being built for the Texas-Oklahoma Grain Co. at this place, by P. H. Pelkey Construction Co.

Council Hill, Okla.—Tyner Hay & Grain Co., incorporated; capital, \$10,000. Incorporators, F. Tyner, O. H. Douglass, and H. L. Douglass.

Kingfisher, Okla.—W. G. Harris has bot the eltr. and alfalfa mill formerly owned by Flickinger & Worl.—H. E. Downing, Okla. City.

El Reno, Okla.—Farmers Union Co-op. M. & E. Co. will install a new Western and Invincible Cleaner in its eltr. J. A. Horn & Co. have the contract.

Oklahoma City, Okla.—Southwestern Stock Feed Co. incorporated; capital stock \$100,000; incorporators, W. H. Furse, T. Woods and E. V. Robnett.

Pryor, Okla.—The Hogan Hayden Co. incorporated; \$25,000 capital; directors, J. C. Hogan, C. Hayden, J. A. Hinton, E. M. Bowen, E. S. Bouldin, and C. B. Markham.

Lawton, Okla.—The Chickasha Mlg. Co. is installing B. S. chain feeders and conveyors and a safety ball bearing Constant manlift in its eltr. J. A. Horn & Co. have the contract.

Oklahoma City, Okla.—Burglars entered a rear window of the offices of the Capital Gin & Eltr. Co., Apr. 23, and obtained \$120 from the vault in the office, by working the combination.

Hopeton, Okla.—Randels & Grubb are repairing their eltr. and installing hopper scales. We are putting in our eltr. hopper scales and a passenger lift.—P. C. Burge, mgr. Hopeton Eltr. Co.

Tuttle, Okla.—The Chickasha Mlg. Co. is installing B. S. Chain Feeders and Conveyors and a safety ball bearing Constant Manlift in its eltr. at this place. J. A. Horn & Co. have the contract.

Oklahoma City, Okla.—Mayor Moberly has purchased the plant of the Standard Alfalfa Mlg. Co. Several additions and improvements will be made about the plant, and it will be ready for operation during the new crop season.

El Reno, Okla.—El Reno Mill & Eltr. Co. has remodeled its eltr. and installed a new Western Sheller, Cornwall Cleaner and Constant Feeder, also built a new flour, cob and dust house. The contract was let to J. A. Horn & Co.

Oklahoma City, Okla.—M. L. Webb and H. E. Downing of Kingfisher, Okla., have opened an office here and will engage in the wholesale flour, feed and grain business. Mr. Downing was formerly connected with the El Reno Mill & Eltr. Co.

Thomas, Okla.—J. W. Wheeler has built a 10,000-bu. eltr. on the Orient R. R., fully equipped with up-to-date machinery. The Thomas Grain Co. has changed from steam power to electricity. The R. H. Drennan Grain Co. has purchased a 25-h.p. motor to take the place of its gasoline engine.—H. W. Anderson.

PROGRAM OKLAHOMA DEALERS.

For the annual meeting of the Oklahoma Grain Dealers Ass'n and joint session of grain dealers and millers, to be held May 24 and 25, in the Chamber of Commerce at Oklahoma City, the following program has been arranged:

TUESDAY, 2:00 P. M., MAY 24.

Joint session of grain dealers and millers.

Meeting called to order by the Pres., J. S. Hutchins, Ponca City, Okla.

Address of Welcome, by Sidney L. Brock, Pres. Chamber of Commerce, Oklahoma City.

Response, by D. J. Donahoe, Ponca City.

The Shifting Grain Field, by P. S. Goodman, Chicago, Ill.

Relations between those who Grow Crops and those who Provide Markets, by John Field, Oklahoma City.

The Grain Shortage Problem, by F. C. Maegly, A. G. F. A., Santa Fe System, Chicago, Ill.

Address by Hon. Chas. F. Barrett, sec'y Board of Agriculture, Guthrie, Okla.

Address, Hon. Jack Love, Chairman Oklahoma Corporation Commission, Guthrie, Okla.

TUESDAY EVENING, MAY 24.

Automobile ride over the city, followed by Dutch lunch and an entertainment.

WEDNESDAY MORNING, 9:30 A. M., MAY 25.

Entire day to be taken up with matters pertaining to the Association.

Appointment of committees.

Open discussion of the following subjects:

"Who owns grain sold shippers track and to whom is carrier liable for loss or damage?"

"Advancing money to farmers without interest."

"How can verbal contracts for grain be abolished?"

"How can grain bought at above the market price be sold at a profit?"

"Are shippers who sold No. 3 or better entitled to a premium for 'or better' grade?"

"What is reasonable dockage on grain grading below No. 2?"

"What action if any should this meeting take with reference to \$1 inspection fee?"

"Question of terminal elevators as best way to establish Oklahoma weights and grades."

"Fee charged by railroads for leases of elevator sites on their right of way."

WEDNESDAY AFTERNOON, 2 P. M.

Executive Session for the transaction of Association business.

Meeting open for members only.

Reading of minutes of last annual meeting.

Sec.-treas.' annual report.

Election of officers.

Report of committees.

Miscellaneous business.

Adjournment.

WEDNESDAY EVENING.

Annual Banquet.

OREGON.

Elgin, Ore.—The Elgin Warehouse Co. has been incorporated.

Astoria, Ore.—Nels Enge, of the Nels Enge Grain Co., Minneapolis, Minn., is interested in a proposition to build a flour mill here, to cost \$100,000.

Baker City, Ore.—The Oregon Mill & Grain Co. incorporated; capital stock, \$50,000, of which \$10,000 will be in preferred stock; incorporators, W. W. Stevens, C. B. Stout and Thos. N. Braxton.

Portland, Ore.—Grain exporters of Portland have refused the request of the grain handlers for an increase in wages from the present scale of 35 cents an hour for regular time, and 50 cents an hour for overtime, to 40 cents and 60 cents for regular and overtime respectively. The same class of work is done at Puget Sound for 30 cents an hour, with no extra pay for overtime and shippers refuse to pay \$1,000 more for loading a ship at Portland than it costs at Puget Sound. Evidently the exporters expected a strike, as every vessel in port under charter, was loaded before their decision was made known to the union officials.

PENNSYLVANIA.

Erie, Pa.—The big Anchor Line eltrs. are undergoing extensive repairs.

Washington, Pa.—Brit Hart, who has been engaged in the grain and feed business for twenty years, has sold his business and plant to David P. Hart.—L.

PHILADELPHIA LETTER.

A special meeting of the Commercial Exchange is to be held to vote on the adoption of the new contracts for deferred shipments of grain from the west. Most of the large dealers are said to favor the contract.

David H. White, who for the past twenty-five years has been associated with the Hancock Grain Co., and at present is a member of the firm, has removed to New York and will take charge of the company's interests there.

Chappie Moran, who was charged with having opened the Eastern Grain Co. with Wm. Clark, a fugitive from justice, was brought back to this city from Chicago, by Chief Postal Inspector James T. Cortelyou. They took \$50,000 from investors and closed.

Moses Cohen, who for the past seven years has represented the interests of the Hancock Grain Co. in New York, has severed his connection with that company and has gone to Winnipeg, where he will represent the grain interests of Eli Bernays of New York.

The transportation committee of the Commercial Exchange composed of James L. King, chairman, and Winfield S. Woodward, George M. Warner, Hubert J. Horan, E. Eldridge Pennock, Frank K. Miller and Milton F. Barringer, which has been holding continuous sessions from the grain end of the subject to investigate the charge that this city is discriminated against by the Pennsylvania and other leading railroads in import freight rates from Chicago and the West, is about thru with its labors and is waiting for the filing of the briefs to complete the case. The report will then be made to the Board of Directors of the Exchange.—S. R. E.

PITTSBURG LETTER.

C. E. Bennett has been appointed assistant grain inspector by the Pittsburgh Exchange to serve under Chief Inspector Charles Culp. Over 1,800 cars a month are now inspected in the Pittsburgh yards.

Herb Bros. & Martin announce that timothy hay is coming up in both demand and price. The latter has been altogether too low all the year and dealers seem to realize this fact and are willing to pay the advances for first-class stock.

J. W. Smith & Co. report that the surplus of hay and grain is being worked off from the Pittsburgh market and that prices are crawling up accordingly. They say that it has been possible all year to buy stock here cheaper than in Ohio or the West.

A much better feeling prevails here in the corn market. Until Apr. 1 there was not a car of corn better than "No grade" received here. Since that date 25 cars of No. 3 yellow and 25 cars of No. 2 yellow have come in and very little kiln dried grain is now appearing.

Considerable improvement is noted in the Pittsburgh hay and grain market. Seasonable weather has helped the general situation quite a little for construction and contracting operations have gone ahead more rapidly the past two weeks and dealers are accordingly selling more feed. Better than this the coal strike is over.

The annual election of the Pittsburgh Grain and Flour Exchange is to be held June 14 and not a little politics is already in evidence in the quiet endeavors of ambitious members. It is likely that before that time at least two new members will be admitted. The Board of Directors is holding very interesting and profitable weekly meetings Thursdays and the Exchange is in all ways a live member this spring.

SOUTH DAKOTA.

Turton, S. D.—C. D. Derr is razing his old eltr. A new house will be erected at once.

Mitchell, S. D.—The report that one of the eltrs. here had been burned is incorrect.

Running Water, S. D.—H. Garver has taken the management of M. King's two eltrs. here.

Trent, S. D.—I have succeeded C. W. Rilev as mgr. of the Farmers Eltr. Co.—E. T. Hanson.

Marvin, Grant County, S. D.—A. B. Peterson has succeeded K. H. Stokl as mgr. of W. H. Walters' eltr.

Onida, S. D.—The Atlas Eltr. Co. will erect a 30,000-bu. eltr. this spring. T. E. Ibberson has the contract.

Columbia, S. D.—The Atlas Eltr. Co. will erect a 30,000-bu. eltr. this spring. T. E. Ibberson has the contract.

Miller, S. D.—G. P. Sexauer of Brookings, S. D., will erect a 40,000-bu. eltr. T. E. Ibberson has the contract.

Loomis, S. D.—The Farmers Eltr. Co. has employed C. A. Jenks, formerly of Yale, Ia., to take charge of the eltr. here.

White Lake, S. D.—A farmers eltr. company has been organized with president, Herman Suelflow; sec'y, John Oakes; treas., M. H. Gales.

Gretna sta., Roscoe p. o., S. D.—Chas. Skewis, pres. of the Skewis Grain Co., Minneapolis, Minn., is overseeing the erection of a new eltr. here.

Ree Heights, S. D.—The Atlas Eltr. Co. will erect a 30,000-bu. eltr. and 3-bin coal shed built onto the old coal shed. T. E. Ibberson has the contract.

Crocker, S. D.—Otto Rasmusson has succeeded J. H. McLaughlin as agt. and grain buyer for the Pacific Eltr. Co. Mr. McLaughlin will locate on his claim near Brushie.

Volin, S. D.—The Atlas Eltr. Co. will have T. E. Ibberson rebuild eltr. which was torn down recently. The capacity will be 30,000 bus. A coal shed will also be built.

Roscoe, S. D.—P. J. Wagner is erecting an 18,000-bu. eltr., equipped with one eltr. leg, scales, 6-h.p. engine, 5-ton scale, and 60-bu. hopper scale. C. E. Bird & Co. have the contract.

Miller, S. D.—The eltr. of Charles Thomson, which has been assigned to Arthur Calahan, cashier of the First National Bank, has been closed, also the eltr. in St. Lawrence which he leased.

Dempster, S. D.—G. W. Van Dusen & Co. have purchased and installed a No. 75 B. S. C. chain feeder and conveyor to handle grain from dump sink to the elevator boot, automatically. T. E. Ibberson did the work.

Warner, S. D.—The Farmers Eltr. Co.'s house is being improved. The building is being raised, new foundation built and also considerable remodeling is being done to the interior. Younglove Construction Co. has the work.

Milbank, S. D.—The Reliance Eltr. Co. is erecting an 18,000-bu. eltr. to replace its plant which burned Mar. 30. It is equipped with one stand eltrs, 6-h.p. engine, 5-ton scales, and 60-bu. hopper scale. C. E. Bird & Co. have the contract.

Garretson, S. D.—E. F. Baker, mgr. of E. A. Brown's eltr., was elected mayor Apr. 26. Mr. Baker is the second of the mgrs. of E. A. Brown's eltrs. to be elected to the office of mayor of his respective town, this spring, the first being F. A. Dunn of Little Rock, Ia.

The Atlas Eltr. Co. will have general repairs made to a number of its houses this spring by T. E. Ibberson. At Aurora, S. D., Mr. Ibberson will make considerable general repair. At Cavour, a new coal scale will be put in. At Dempster, he will level the shafting. At Elrod, there will be some minor general repairs. At Faulkton, a new foundation will be put under the eltr. and part of the flat house. At Ferney, a new direct spout will be put in and conveyor under flat house. At Gary, S. D., general minor re-

pairs will be made. At Hetland, S. D., the machinery will be looked over. At Moritz, S. D., the foundation under the coal shed will be repaired. At Northville, S. D., the spouting at head will be repaired. At Miller, S. D., the house in general will be lined up. At Rockham, S. D., all bins will be fixed so that they cannot leak. At Verdon, S. D., the house will be shingled, and a 4-ft. pan will be put in.

G. W. Van Dusen & Co. will have general repairs made to a number of their houses this spring by T. E. Ibberson. At Houghton, S. D., Mr. Ibberson will put in a new engine and rod and brace the bins, clothe and pitch paint bin corners and repair distributing spout. At Goodwin, S. D., he will put in a 5-h.p. engine and build an addition to the office. At Northville, S. D., rebuild boot and head, put on new cups, reduce belt speed, and build two coal bins. At Redfield, S. D., put conveyor in top and bottom of north end of warehouse and divide north end of warehouse into 4 bins. At Frankfort, S. D., install a new distributor, enlarge spouts into hopper scale, overhaul dump scale, repair inside ceiling and paper and re-side outside. At Brookings, S. D., band chimney to bldg., paint it up and repair window frames. At Castlewood, S. D., take out old leg chain, build new legs for 11-inch belt, put chain up between legs, and install new Gerber Spout. At Columbia, change chain belt to rubber belt and put on new cups, straighten leg, put in clutch so as to throw off leg, in new eltr. In the old eltr., put in new leg chain, new cups for chain drive belt, and new direct spout. At Dempster, S. D., cut off eltr. legs, raise the boot pan up to the general level of the ground, install large Constant Drag Conveyor from dump to leg, and put a conveyor under each end of flat house. Estelline, S. D., change the drive, now continuous. At Ree Heights, tear down present coal house and rebuild standard 4-bin coal shed, and rearrange stair in office. At Watertown, S. D., re-shingle warehouse and repair shingles on eltr., drop west end of warehouse to foundations for coal shed, belt direct from engine to saw shaft.

SOUTHEAST.

Wheeling, W. Va.—The Kerstetter Grain Supply Co. incorporated; capital stock, \$5,000; incorporators, Edwin M. Kerstetter, Mary Kerstetter, and others.

Walterboro, S. C.—J. S. Jordan, Round, S. C., will build a store-house for grain and provisions, which he expects to handle at this point. He will also install a gasoline engine and feed mill.

TENNESSEE.

Fayetteville, Tenn.—The grain business of H. K. Holman is closed, and I have conducted it since his death, and will leave during June for Mexico, where I will engage in business.—H. K. Holman, Jr.

NASHVILLE LETTER.

Two resignations have been posted at the Grain Exchange: Williams & Worsham, and Neville Bros. Both are understood to have been voluntary.

The McLemore Grain Co. was forced to bankruptcy May 5, creditors filing claims aggregating \$4,769.35. The filing of the petition was due to the fact that May 3 at a meeting the directors of the company adjudged themselves bankrupt.

Oats are dragging and have been for some time. Dealers say that the condi-

tion of the market is remarkable in view of the fact that the quality of oats was never finer than now and when they would be so much cheaper for feeding than corn at present prices.

Just at present the demand is better from the south than for months and considerably more corn is going out of Nashville than is coming in. Inquiries are daily received for corn, showing that stocks are low. It has been noticeable for some time that less than car lots were moving more rapidly than car lots showing that dealers were buying from hand to mouth as it were. Now the demand is for car lots and dealers here are feeling good over the prospects. It is believed, however, that this demand is temporary, due largely to the fact that farmers will not quit their crops to move corn and that for this reason prices will not hold up longer than three or four weeks. There is a premium on white corn, the present demand being largely for that grade for milling purposes.—S.

TEXAS.

Goree, Tex.—The Goree Grain & Eltr. Co. has joined the Texas Grain Dealers Ass'n.

Fort Worth, Tex.—The Fort Worth Eltr. Co. is erecting a 500,000-bu. concrete house with tanks. B. J. Carrico has the contract.

Fort Worth, Tex.—Brownwood Mill & Eltr. Co. is overhauling its plant, putting in new sifters and other lines of machinery. B. J. Carrico has the contract.

Fort Worth, Tex.—The Werner Wilkins Grain Co. is erecting a 25,000-bu. reinforced concrete eltr., with reinforced concrete warehouse, 56x80 attached. B. J. Carrico has the contract.

Dallas, Tex.—Ernest Long, an employee of the A. B. Crouch Grain Co., was run down by a runaway team, Apr. 20, while speeding on a bicycle. His injuries may develop seriously.

Jacksonville, Tex.—We have purchased the Lewenthal Warehouse on the I. G. & N. tracks, which increases our storage capacity to 100 cars.—Reinhardt & Co.

Wichita Falls, Tex.—The Wichita Mill & Eltr. Co. of this place is erecting a 10,000-bu. eltr. at Electra, and also one of the same size at Harrold. Moore & Richolt have the contract.

Lockhart, Tex.—Much grain is being shipped in here at present. Corn and corn products predominate, as our own corn crop last season was very short. Owing to the lateness of the season the farmers did not plant a full crop of corn.—E. M. Storey.

Houston, Tex.—The eltr. which we are building will be of 25,000-bu. capacity and will be equipped with two eltr. stands, a chop mill and oat clipper, also electric power. In addition to the eltr. we will build a brick warehouse 60x170.—J. E. Ervin Grain Co.

Canyon, Tex.—The Canyon City Coal & Grain Co. has purchased new equipment, consisting of a 40-h.p. gasoline engine, a packer, crusher and feeder, a separator and all transmission for its alfalfa mill and eltr. of the P. H. Pelkey Construction Co.

Galveston, Tex.—During the period between Sept. 1, 1909, and May 2, 1910, 1,617,298 bus. of wheat and 1,863,602 bus. of oats were exported, compared with 4,777,005 bus. of wheat and 7,480,932 bus. of oats during the same period last year, as reported by C. McD. Robinson, chief

Inspector of the Galveston Board of Trade.

Fort Worth, Tex.—The executive committee of the Texas Grain Dealers Ass'n met at this city Apr. 29 and fixed Ft. Worth as the place and May 26-27 as the time of the 12th annual meeting. The following named members were appointed as a committee on program: H. B. Dorsey, G. J. Gibbs, T. G. Moore, E. R. Kolp, J. A. Stephenson and E. M. Rogers. This committee will prepare an interesting program for the annual meeting, which will be duly announced to our members later, both by circular and thru the press. All members are urged to cooperate with the officers and the program committees. Members having any grain matter of general interest, and which will be a good matter for discussion at the annual meeting, write to me, and we will place it for discussion at the meeting. The Oklahoma Grain Dealers Ass'n will hold its annual meeting at Oklahoma City, May 24 and 25, and we are promised a large list of visitors from that state. There will also be many visitors from Kansas. Fort Worth is a splendid city in which to hold our annual meeting. It is now the grain center of Texas, and a warm welcome from all the grain dealers here will be given, both members and non-members of our ass'n, and a visit to the annual meeting will be of profit and pleasure. Each dealer should take the time and invite all grain dealers in his vicinity to meet with us. The state has the promise of a good crop this year, and all will be benefited greatly by meeting the grain dealers of Texas and other states.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

UTAH.

Ogden, Utah.—W. O. Kay Investment Co. incorporated to do a grain and commission business and a general investment business; capital stock, \$100,000; incorporators, W. O. Kay, pres., L. W. Kay, v. p., W. H. Berrett, sec'y-treas., O. M. Kay and Juanita Kay.

WASHINGTON.

Spokane, Wash.—The Centennial Mill Co. has equipped its new plant with three iron tanks which will hold 130,000 bus. of grain.

Garfield, Wash.—A farmers union warehouse company has been incorporated with \$15,000 capital stock and will control five or six large warehouses here.

Vancouver, Wash.—The Spokane, Portland & Seattle R. R. will spend \$2,000,000 for building docks, grain eltrs., spurs and tracks along the Columbia River this year.

Spokane, Wash.—G. S. Loftus, sec'y of the Loftus-Hubbard Eltr. Co. of Minneapolis, has been engaged by the Spokane Rate Ass'n to aid in the contest for greater equity in railroad rates.

Endicott, Wash.—In the near future the Farmers Union will commence construction of a grain warehouse on the tracks of the O. R. & N. The structure will be 60x600 ft., the largest in Whitman County.

Seattle, Wash.—The Fisher Flouring Mills Co. will increase its capacity from 1,500 to 2,000 bbls. daily and have a storage capacity of 350,000 bus. of wheat. It will handle both sacked and bulk shipments. The storage plant will consist of 21 tanks, 75 ft. high and 18 ft. in dia., built of concrete, and the mill buildings will be seven stories high, built of brick.

Tacoma, Wash.—The superior court of Pierce County will be asked to define

what constitutes a public warehouse under the provisions of the state warehouse and grain inspection law. Assistant Attorney General W. B. Tanner has brought suit against the Merchants Warehouse Co., demanding that it pay the penalty under the act of \$50 per day for refusing to take out a license. This suit will test the validity of the entire act.

WISCONSIN.

Superior, Wis.—August Bickford, of Fargo, N. D., expects to open a grain office in the Board of Trade bldg.

LaCrosse, Wis.—John M. Levy, first settler in LaCrosse and prominent as a grain dealer for half a century, is dead at the age of ninety.

Wausau, Wis.—The change in the capital stock of the H. E. McEachron Co. was an increase instead of a decrease, as erroneously reported in this column Apr. 25. This company is progressing instead of going downward. The capital has been increased from \$100,000 to \$175,000.

MILWAUKEE LETTER.

Eltr. "E," operated by the Milwaukee Eltr. Co., has been closed because of slack business.

The directors of the Chamber of Commerce appointed as committee of supervisors of grain inspection and weighing W. M. Bell, A. K. Taylor, D. G. Owen, J. J. Brook, P. C. Kamm.

The following is the list of changes in the membership of the Milwaukee Chamber of Commerce during the month of April: M. A. Huntley, Chas. S. Crary, C. E. Hooper and F. W. Haseltine. The transferred memberships are E. J. McClintock, Fred L. Pierce, Frank R. Bacon, Chas. E. Betcher and Joshua Stark, dec'd.

The receipts of grain during the month of April were: wheat, 609,990 bus., corn, 336,610 bus., oats, 798,800 bus., barley, 897,000 bus., rye, 63,240 bus.; compared with receipts for the month of April last year of wheat, 272,800 bus., corn, 338,800 bus., oats, 559,500 bus., barley, 491,400 bus., rye, 76,000 bus. The shipments from Milwaukee during the month of April this year were: wheat, 324,332 bus., corn, 581,878 bus., oats, 774,175 bus., barley, 207,456 bus., rye, 30,934 bus.; compared with the shipments during April last year of wheat, 228,133 bus., corn, 741,504 bus., oats, 435,603 bus., barley, 559,846 bus., rye, 100,336 bus.—H. A. Plumb, Sec'y Milwaukee Chamber of Commerce.

Supply Trade

B. J. Carrico, Ft. Worth, Texas, writes: We have many prospects in view, in fact our business looks very flattering for the coming year.

Sylvanus H. Stoltzfus, Kansas City representative of The Wolf Co., Chambersburg, Pa., was married April 20 to Miss Louise Fisher at Olathe, Kans.

Since the first of the year we have done 100% more business than during the same period last year.—L. D. White, manager Beall Improvements Co., Decatur, Ill.

Chicago Callers: H. R. Allen, Troy, Ohio; W. L. Shellabarger, Decatur, Ill.; F. E. C. Hawkes, Hawkes, Ind., John Barritt of the Avery Scale Co., Milwaukee, Wis.

Two years ago the Maroa Mfg. Co., Maroa, Ill., shipped two Boss Car Loaders to Buenos Ayres and it reports that recently it has received another order for a King loader.

Hall Distributor Co., Omaha, Neb., says: We have just supplied the W. J. Savage Co., Fairbanks, Morse & Co. and the Pelkey Construction Co. with our distributors to be used in elevators for which they are furnishing the equipment.

Max H. Hurd, manager of the Union Iron Works, says: We are having more complete elevator equipment jobs this spring, in fact are enjoying better business than ever before, altho the cost of material is 10 to 15% higher.

The Mattoon Grain Conveyor Co., Mattoon, Ill., advises us that the demand for its machines is growing constantly and in reference to grain heating in transit it says "never has a car of grain loaded by our loader heated in transit; because the draught dries out the grain and distributes it evenly over the car."

The many friends of Mr. Frank M. Smith, who for so many years has represented the Huntley Mfg. Co. in and around Chicago will regret to hear that he lost his wife, by death May 5, 1910. Mrs. Smith had been an invalid for several years during all of which time she suffered more or less pain. Mr. Smith has the sympathy of a host of friends.

Prospects for a good business were never better, and business is coming nicely.—Younglove Construction Co.

Mr. C. M. Seckner of the Seckner Co. has decided to discontinue business for himself and has entered the employ of the Finton Grain Elevator Construction Co., Appleton, Wis. Mr. Seckner has turned over the contract he had for an elevator for the Star & Crescent Milling Co.

The National Automatic Scale Co., Bloomington, Ill., has engaged Mr. J. P. Johnson as sales manager, and they say that already they are getting additional business from his efforts. Mr. Johnson is getting next to the requirements of the trade by making personal calls on those prospective customers which can be reached from Bloomington by automobile.

The Arrow Conductor & Mfg. Co. of Chicago who started in business Feb. 1st, 1909, reports that it is already doing a larger volume of business than any of its competitors who have been in the field a number of years. This concern manufactures and installs complete Lightning Rod Systems and is at the present time figuring on the installation of its Lightning Conductors on the executive mansion at Washington, D. C.

New Plant for Manufacture of Automatic Scales.

We show on this page a cut of the new factory building of the Winters-Coleman Scale Co., Springfield, O., which gives some idea of the structure, altho we are told it does not show the foundry which is located to the right. This main building is 344x60 feet and the foundry is 321x70 feet. The buildings are practically new and in first-class condition. The entire property comprises 12 acres of land and has excellent switching facilities. The acquirement of this property gives this company ample facilities of which it has been in need for some time. A short time ago it acquired the Osgood Scale, which scale has so many special features that it is rapidly being adopted by many of the leading railroad companies for freight houses; and this with the steady growth of the Sonander Scale business has crowded it to fill orders. The company is now in a position to promise definite deliveries on short notice.



New Factory of the Winters-Coleman Scale Co. at Springfield, O.

Seeds

The average date of seeding clover in Ohio is Mar. 20, and the acreage sown compared with last year is 98 per cent.—Ohio Dept. of Agri.

Effective May 20, the M. St. P. & S. S. M. has filed ICC No. 2723 on timothy seed, from Minneapolis, St. Paul and Minnesota Transfer, Minn., to eastern points.

The condition of meadows and pastures in Michigan is 93; the acreage of clover sown is 98, compared with an average for the past five years, reports F. C. Martindale, sec'y of state.

Baltimore received during April 1,149 bus. clover seed and 2,191 bus. timothy seed, compared with 2,618 bus. clover seed and no timothy received during April, 1909. Shipments of timothy seed during April amounted to 1,435 bus., double that of April, 1909, when there were only 707 bus. No clover seed shipped during April of this or last year.—James B. Hessong, sec'y-treas. Baltimore Chamber of Commerce.

An order has recently been issued by the third assistant postmaster general, fixing the materials from which envelopes containing seeds may be sent thro the mails. The law requires seeds to be placed in an envelope sufficiently transparent to enable the post office officials to see its contents. After July 1, all seeds not sent in partially transparent envelopes will be charged a first-class rate, or 2 cents an ounce.

A Canadian seed dealer writes C. A. King & Co.: We have been over a large part of Western and Northern Ontario the last ten days, and never saw such a favorable outlook for clover. There was not the slightest injury to it during the winter; neither have we had a single feature thruout the early spring to set it back. The acreage is larger and everywhere it looks splendid. There is an abundance of seed still in farmers' hands.

Amendments under the Canadian Seed Control Act were assented to and became law Mar. 17. Under the amended Act certain additional regulations are fixed by the Governor in Council. By these regulations the vitality standards of the different kinds have been fixed, and, in addition, the number of weed seeds which may be tolerated in No. 1 timothy, red clover and alfalfa seed has been reduced to five to the ounce, and of No. 1 alsike to ten to the ounce.

Prospects now are for a big crop of clover seed. Acreage will be larger, but portion of it is spring seeding and will be turned over for fertilizer, mostly. Condition can change quickly before harvest. If crop can get start enough, or where the clover can shade itself before the extreme heat hits it—well and good. If not, then more spotted fields will appear and less seed raised. After the plant gets sufficient start then extreme heat will be helpful.—J. F. Zahm & Co.

A London, Eng., seed dealer writes C. A. King & Co.: Tremendous run of clover last fall. Almost nothing doing since January, due to effects of wet summer of 1909, followed by very wet, mild winter. Farmers have been unable to work their land. Some seed will be held over, but how much is doubtful as spring demand has just started, due to late season. Think a little less seed is used each

year, due to farmers laying down more permanent pasture every season.

April receipts of clover seed at Toledo amounted to 9,918 bags, compared with 12,895 bags during April, 1909, while shipments were 9,264 bags, against 12,305 in 1909. During the week ended May 7 the receipts were 389 bags, with shipments of 141 bags; compared with 1,225 received and 871 shipped the corresponding week during 1909. Receipts to date this season have been 72,293 bags, with shipments of 73,321. Last year at this time receipts had been 142,591, with shipments of 118,964 bags.—A. Gassaway, sec'y Produce Exchange.

Cincinnati receipts during the month of April were: Clover seed, 2,579 bags, timothy seed, 1,753 bags, and other grass seed, 8,540 bags; compared with 1,438 bags of clover seed, 129 bags of timothy seed, and 8,922 bags of other grass seed during the corresponding month in 1909. The shipments were 6,720 bags of clover seed, 4,440 bags of timothy seed, and 11,849 bags of other grass seeds, compared with 6,781 bags of clover seed, 5,587 bags of timothy seed, and 11,115 bags of other grass seeds shipped during April, 1909.—C. B. Murray, Supt. Chamber of Commerce.

Milwaukee received during April: Flaxseed, 40,800 bus., timothy seed, 1,132,953 lbs., clover seed, 77,465 lbs.; compared with the receipts during the same month last year of flaxseed 15,600 bus., timothy seed, 1,308,801 lbs., clover seed, 419,250 lbs. The shipments of seeds during the month of April, 1910, were flaxseed, 1,200 bus., timothy seed, 150,000 lbs., clover seed 150,000 lbs., compared with shipments during the month of April, 1909, of flaxseed, none, timothy seed, 204,685 lbs., clover seed, 494,495 lbs.—H. A. Plumb, Sec'y Milwaukee Chamber of Commerce.

Chicago received during the week ended May 7, 140,000 lbs. timothy seed, 500 lbs. clover seed, 212,900 lbs. other seeds, and 14,000 bus. of flaxseed, against 789,870 lbs. timothy seed, 56,759 lbs. clover seed, 203,435 lbs. other seeds, and 19,000 bus. of flaxseed, during the corresponding week a year ago. Shipments during the week have been 74,400 lbs. timothy seed, no clover seed, 385,000 lbs. other seeds, and 5,100 bus. of flaxseed, against 233,311 lbs. timothy seed, 53,815 lbs. clover seed, 640,391 lbs. other seeds and no flaxseed during the corresponding week of 1909.

Nearly all grass and clover seeds offered to the trade in Canada are sold under grade names which have no meaning to the consumer. Experience in administering the Seed Control Act has shown that it would be in the best interests of good seedsmen as well as of farmers if the system of grading which is now commonly adopted by seedsmen were made uniform and according to definite standards of quality, taking into consideration particularly the noxious weed seed content. No. 1 timothy, red clover and alfalfa might be allowed to contain five noxious weed seeds per ounce, which would include approximately 25 per cent of the crop produced, twenty per ounce for No. 2, which would include an additional 35 per cent of the crop produced, and not more than eighty weed seeds per ounce for No. 3 quality, which would include an additional 25 per cent of the crop produced, leaving a balance of 15 per cent prohibited. To get the same proportion of the crop produced in the different grades for alsike, twice that number of weed seeds per ounce

would have to be allowed for each grade. It can scarcely be disputed that terms such as No. 1, No. 2 or No. 3 have more meaning, when applied to quality of any commodity, than have the names of birds, mammals or fish, which are now most commonly used by seedsmen.

Action has been brought against the Northwestern Commission Co. of La Porte, Iowa, in the Grundy County court for the violation of the pure seed law, the information charging them with the sale of seeds containing impurities. The company, the members of which are L. J. Tutt, B. R. Smith and F. W. Esher have been selling seed corn, all of which has been of tested quality, tested by standard tests, and none of the seed was sold on a guarantee. The members of the firm say that they took legal counsel before beginning the business, and they have not violated any provision of the pure food law. The State Pure Food Commission has taken up the case.

Farmers who have to buy their supplies of grass and clover seeds continue to be humbugged by the term, "Government standard," which is used by seed merchants to indicate seed of a quality that is not forbidden from sale by the minimum standard of quality named in section 8 of the Act. Farmers have not as yet come to understand the difference between No. 1 seed as defined in section 7 of the Act, and which allows only twelve weed seeds to the ounce of red clover, and the so-called "Government standard," which is really second or even third quality and which allows as many as 92 weed seeds to the ounce of red clover.—George H. Clark, Seed Commissioner of Canada.

At a joint meeting of the executive of the American Seed Trade Ass'n and the state seed commissioners held in Boston last December it was agreed in principle that the most satisfactory regulations for controlling the grass and clover seed trade of the United States would be on the basis of definite standards for the different grades, and that all seeds offered in the wholesale or retail trade should be graded according to those standards. It was found, however, that an agreement could not be reached as to the definition for the standards of the respective grades, and, in lieu thereof the American Seed Trade Ass'n recommended that the trade in general be required to brand their packages of ten pounds or over with the actual percentage of purity.

Chicago stocks of clover seed are not officially reported like grain. Largest Chicago dealer who has a reputation for receiving, rather than giving information, says Chicago stocks are not large for this time of the year. Another seed firm says they are unable to make any estimate of the clover seed carried over, but it is much smaller than year ago. He says October is neither high enough or low enough to tempt him. Another Chicago seed broker says stocks are not large. He thinks October sale on 'bulges, trade now being purely speculative. He says there is still some foreign seed being held for foreign account. Another says stocks here are very light, but our country shippers think there is considerable back in Wisconsin and Minnesota. He favors buying October on any break.—C. A. King & Co.

I must have the Grain Dealers Journal. I have recently read a few copies here and there and consider it an essential.—C. L. Wood, mgr. C. L. Wood & Co., Gibson City, Ill.

Books Received

WAGNER CROP BOOKLET for 1910 is invaluable as furnishing a vest pocket record of the monthly government condition figures and indicated crops for each of the 10 years past, whereby to interpret correctly the 1910 announcements to be made. Sent to readers of the Grain Dealers Journal on application to E. W. Wagner, Chicago, Ill.

YEARBOOK of the Department of Agri. for 1909 contains chapters on Methods and Cost of Marketing, the Future Wheat Supply of the United States, Progress in Methods of Producing Higher Yielding Strains of Corn, and an appendix containing statistical tables for the principal grain crops in different countries and in the different states of the Union, and the exports and imports of agricultural products. Cloth, 652 pages, illustrated. U. S. Dept. of Agri., Washington, D. C.

Buyers Routing Instructions Must Be Obeyed.

Before the Tri-Board of Appeals of Arbitration of the grain dealers ass'ns of Oklahoma, Texas and Kansas convened at Oklahoma City, Okla., Apr. 5th, 1910.

E. R. & D. C. Kolp,
Oklahoma,

vs.

R. E. Robey Grain Co.,
Oklahoma.

This controversy was tried before the Oklahoma Arbitration Board and from a decision of that Board an appeal was made to the Tri-State Appeal Board. We affirm the decision of the Oklahoma Arbitration Board and correct an error in calculation of \$3 and render a correct award of \$111.20, in favor of R. E. Robey Grain Co., and the expense of this hearing is charged against E. R. & D. C. Kolp and that they are ordered to pay promptly this amount to the aforesaid R. E. Robey Grain Co.

The causes that brot about the action comes from a shipment of one car of wheat which the aforesaid E. R. & D. C. Kolp had sold to the R. E. Robey Grain Co. The fact shows that the aforesaid Robey Grain Co. gave E. R. & D. C. Kolp instructions to ship this car of wheat to New Orleans and to route same via the I. C. Railroad into New Orleans.

This request was not observed and no routing was inserted on the B/L. These facts are agreed to by both parties to this controversy. It appears that on the account of the failure of E. R. & D. C. Kolp to obey the instructions of the Robey Grain Co. that the loss incurred by this failure to the Robey Grain Co. was the amount of our award, \$111.20, and under no rule and through no established custom could E. R. & D. C. Kolp claim any immunity from meeting the loss incurred by their negligence or disobedience through the rightful demands of their shipper.

J. H. Shaw of Oklahoma.
L. G. Belew of Texas.
H. Work of Kansas.

Wheat crop condition in Prussia is estimated by the royal statistical bureau of Germany at 84 per cent against 76 last year.

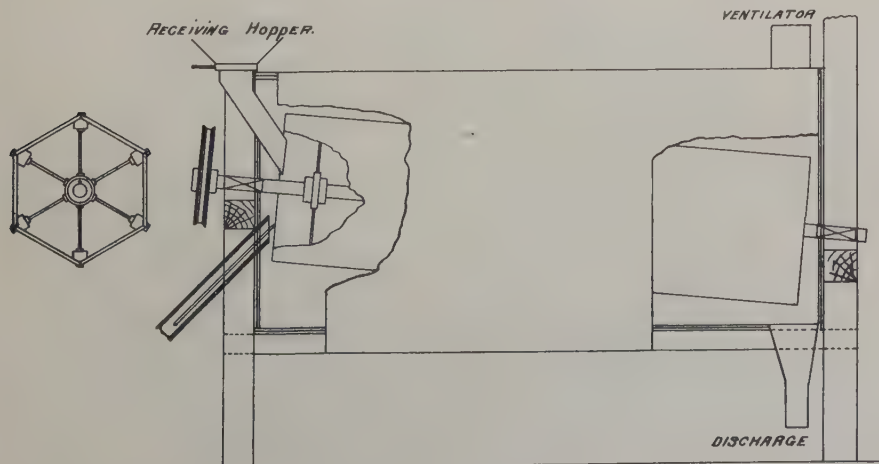
Striving to Invent a More Effective Oats Bleacher.

Oat handlers have experienced more difficulty in purifying satisfactorily oats of the last year's crop than any oats grown during recent years. Bleachers which were doing very satisfactory work on oats grown previously seem to have failed utterly in bleaching last year's grain, and with some machines it has been necessary to handle the oats through the bleacher three or four times before results desired could be obtained. This of course is neither profitable nor satisfactory. Naturally several new bleachers have been put on the market and some which had been used previously in a few places, were introduced in many new plants. Considerable experimenting is being done and improvements may soon be looked for which will insure satisfactory results from one treatment of the grain.

Among other bleachers which have been installed is the revolving reel bleacher, designed by Alex Austin. The reel is an ordinary hexagonal reel of the form used in many flour mills for fifty years. The reel proper is about 36 inches in diameter, 14 feet long and set at an angle giving a fall of about 1 in. to the foot. The reel is covered with light boards, the grain being spouted in at the head, where also is piped the live steam and sulphur fumes. As the reel turns over and over, the oats are thoroly mixed with the fumes and steam, so that by the time they fall from the tail of the reel every part of the surface of each grain has been treated and the hull is of uniform color. Increased capacity can be obtained by installing more reels of the design shown in the outline herewith.

These reels have a capacity of from 1,000 to 3,000 bus. per hour, depending on size and angle and Mr. Austin has installed several of different capacities which have been giving good satisfaction.

Investigators of the Department of Justice have become convinced that without the tacit consent of the New York Stock Exchange and the Western Union Telegraph Co. all the bucketshops would be deprived of their quotations and forced to close. The one thing insisted upon by the New York Stock Exchange is that the bucketshops should not cut the established rate of commission. The bucketshops thruout the country have always maintained the full ¼ commission on stocks, while cutting the rate on grain to anything between 25c and \$1.25 per 1,000.



Revolving Reel Bleacher.

NON-SIFTING SAMPLE ENVELOPES

TULLAR ENVELOPE CO.

Successors to
HOWE ENVELOPE CO., Ltd.
67 Larned St. West, Detroit, Mich.

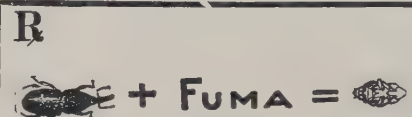
HONESTLY The King Buckhorn Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

J. M. KING & SON
and LONDON CANADA NORTH VERNON, IND.



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.



WITH
Pasteur Vaccine Co. Rat Virus
Non-Poisonous—No Odors

The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

MOURATUS—Gelatin Form, 50 and 75c.
RATITE—Liquid Form, 75c, \$1 and \$1.50.

Write for further particulars and testimonials to
PASTEUR VACCINE CO., Ltd.

Sole Concessionaires of Institut Pasteur,
Paris, Biological Products.
1 Rue Meyerbeer, Paris, France.
New York, 368 West 11th Street.
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Put Your Name

where everyone identified with the grain trade will see it and keep it there.

THAT IS IN THE
Grain Dealers Journal
OF CHICAGO

Feedstuffs

A new crop killer, in the form of an alfalfa weevil has been discovered, and Prof. E. D. Ball, of the Agricultural College of Utah is endeavoring to procure a fund for the extermination of the pest. Last year it caused a damage of about \$100,000 to the alfalfa crop in Utah.

The Chicago Feed Dealers Ass'n held a recent election of officers, which resulted as follows: George Blakeslee, pres.; Chas. E. Walters, v. pres.; Chris. Kruesinga, sec.; Jacob A. Hey, treas. The financial condition of the Ass'n is much better than it was a few years ago, and the majority of the 260 members were present, proving that much interest is being taken in the organization.

The American Milling Co. was fined \$20 and costs in the federal court at Peoria, April 20, on the charge of shipping improperly labeled Sucrene, a dairy feed, to a firm in Davenport. The defense was that the labels had been mixed in the shipping department. The maximum fine is \$200, but the prosecutor recommended leniency because of the fact that the company is endeavoring to obey the pure food laws.

Miss Ruth Ingraham of Topeka, a graduate of the Kansas Agricultural College, is conducting experiments with alfalfa bread and cakes. She has found that alfalfa bread is as nourishing as meat, and costs but 2c a pound, while wheat flour costs 3½c per pound. In making alfalfa bread small quantities of wheat flour and caraway seeds were mixed with the alfalfa flour. These ingredients took away practically all of the strong hay taste, which is noticeable in bread made of alfalfa flour.

The executive committee of the Association of Feed Control Officials is now engaged in collecting data for the formulating of the proposed uniform feed law and is desirous of hearing from anyone who has anything to say on the subject which may be of assistance. They are further securing from various trade associations recommendations and suggestions as to the necessary points to be covered by this law, which should be clear, concise and broad enough to meet the conditions of all parts of the country. All interested are requested to forward their papers on the subject in triplicate to the Secretary, J. D. Turner, Lexington, Ky., on or before Sept. 1, 1910.

American Feed Manufacturers Convention.

The convention of the American Feed Manufacturers Ass'n will be held at Hotel Pfister, Milwaukee, Wis., May 26-27.

Thursday morning, at 9 a. m., the annual meeting of the board of directors will be held. At 10 a. m. there will be a general meeting of the members of the Ass'n, at which time there will be an address by the pres., the reports of the pres., sec'y, treas., chairman of the executive committee, and the chairman of the legislative and uniform law committee will be heard. The meeting will conclude with the nomination of officers.

Friday morning will be taken up with the discussion of a proposed uniform pure feeding stuffs law which will be submitted by the legislative and uniform

law committee. The afternoon session will be given over generally to the needs of the Ass'n. Plans will be made for managing and financing it for the next year, and a meeting place will be decided upon.

Ohio Feed Law Encourages Adulteration.

At the sixth annual meeting of the Ohio Millers State Ass'n which was held at the Great Southern Hotel, at Columbus, Ohio, April 21 and 22, T. J. Hanley of Coshocton, O., presented a paper on "Legislation, Good and Otherwise." He said: "The legislation that is uppermost in my mind is the law to regulate the sale of commercial feedstuffs in Ohio. The only good in this law is its intention.

"The law reads, 'Any person who shall adulterate any kind of meal, ground grain, bran or middlings, with any other substance whatever for the purpose of sale shall plainly mark or brand each and every package with a correct statement to the proportions and kind. The manufacturer, importer, or agent of any commercial feedstuffs shall pay annually a license fee of \$25 on each brand, for the privilege of selling or offering for sale within the state.'

"This law, as it now stands upon our statute books, advertises to the world that our state for a consideration issues a license to adulterate food for stock, though the mixture may be detrimental.

"Before the enactment of the present law, it was a rare thing to hear of adulterated feeds in Ohio, but the present arrangements are an inducement to manufacture adulterated feed. One well advertised feed has this analysis: 'protein, 8 per cent; fat, 3½ per cent; fiber, 12¾ per cent.' This feed is composed of shelled and ear corn, oat middlings, oat hulls, wheat bran, cottonseed meal and one-fourth of 1 per cent of salt. Now notice that both shelled and ear corn are mentioned in this analysis. Can you imagine how they can get ear corn into the chop

without grinding the cob? The cob, however, is not mentioned in the analysis. Those not familiar with the nature of oat middlings and oat hulls would be led to believe they had a food value."

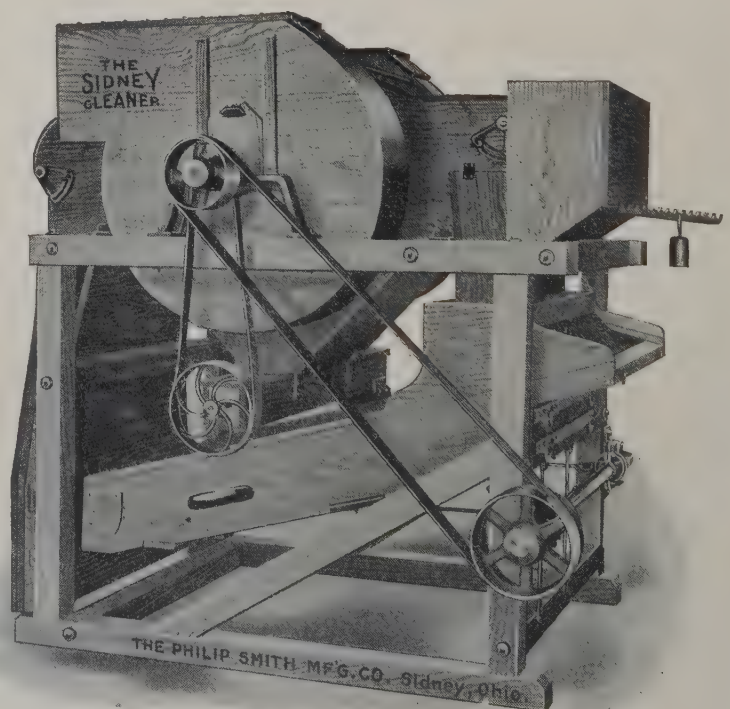
The Sidney Separator.

The Sidney Dustless Warehouse and Elevator Receiving Separator is especially adapted for grain warehouses and elevators for cleaning wheat and other grains. The feed to this machine is the full width of screen spreading the grain as it enters giving the suction from the fan the very best air aspiration possible, there being a valve in the entrance box regulated by the feed to spread the grain. The air can be regulated at entrance and discharge of machine. Every machine in the Sidney Line has the advantages of screen and sieve separations.

Dust and light particles are carried off by the air suction while the grain falls to the scalping shoe where it passes through the main screen leaving straws and coarse material to tail over. This main screen extends the full length of the machine, giving a double screening surface, and from it the grain passes to the cockle screen which passes through small particles, seeds, etc., and tails the grain over in a thin stream into discharge leg where there is another air separation.

The Sidney Line of Cleaning Machinery has been introduced by men who have given the grain handling and cleaning machinery their life study.

"U. S. v. James A. Patten and others" is the title of the second proceeding by the Department of Justice against the cotton market manipulators. An inquiry is being made by the government into the means whereby an enormous quantity of cotton is being held off the market to create an artificial scarcity and consequent high prices. It is not believed that the government can prove any formal agreement among the holders of cotton that would render them liable to prosecution under the conspiracy law.



The Sidney Dustless Separator.

Landlord Has No Lien On Tenant's Share.

The Supreme Court of Iowa on Apr. 9 affirmed the decision of the district court of Mills County in favor of the buyer of grain from a tenant, Richardson, against the landlord who had brot suit.

Landlord and tenant had a written contract drawn in the form of a lease, stipulating that plaintiff should furnish the necessary seed and farm implements for raising the crop, and that Richardson should deliver the corn grown on the premises to plaintiff on or before Dec. 15 and receive pay for one-fourth thereof at the market price. It was also provided that out of the amount which would thus become due to Richardson plaintiff should be entitled to retain any sums of money advanced by him to Richardson; it being specially provided that plaintiff should have a lien on the crops for all sums thus advanced. It is alleged that plaintiff had advanced to Richardson under this contract a sum of money in excess of the amount which would be due to Richardson for his one-fourth of the crop of corn, and that plaintiff thereby became the owner of the entire crop, and that defendant, with knowledge of the terms of this contract, purchased from Richardson and removed from the premises during the month of December, 1908, 625 bushels of said corn, worth 50 cents per bushel, and plaintiff asked judgment against defendant for the value of said corn thus alleged to have been wrongfully converted by defendant. On the foregoing statement of facts Judge McClain of the Supreme Court said:

The question presented for determination is whether plaintiff was the owner of the corn bought by defendant from Richardson, and removed from the leased premises. It is not contended for defendant that plaintiff did not have a contract lien in the nature of a mortgage to secure his rent and money advanced to Richardson.

If plaintiff had predicated his right to recover on his contract lien, and demanded from defendant possession of the corn on the ground that the security of his lien was impaired to the extent to which corn was taken from the premises by defendant, he would have had a right of action for conversion. Beck v. Minn. & W. Grain Co., 131 Iowa, 62, 107 N. W. 1032, 7 L. R. A. (N. S.) 930; Frorer v. Hammer, 99 Iowa, 48, 68 N. W. 564; Blake v. Counselman, 95 Iowa, 219, 62 N. W. 679; Evans v. Collins, 94 Iowa, 433, 62 N. W. 810.

But plaintiff predicated his right to recover on the absolute ownership of the corn, and his counsel contended that under the agreement between him and Richardson the latter never had any title to the corn, but was to receive, by way of compensation for his labor in raising it, the market price of a one-fourth portion

thereof. We do not so interpret the contract. It is in the form of a lease under which Richardson was entitled to the possession of the premises until the crop should be matured and harvested, and, while there is language in the instrument implying a delivery of all the corn raised to plaintiff, the specific provision with reference to such delivery was that Richardson should gather and deliver "all rent corn in good condition on or before the fifteenth day of December," and that the corn should be gathered out and the fields turned over to plaintiff on or before that date; and, also, that Richardson would gather out the rent corn first and notify plaintiff so that he might examine the fields as to the correctness of the division.

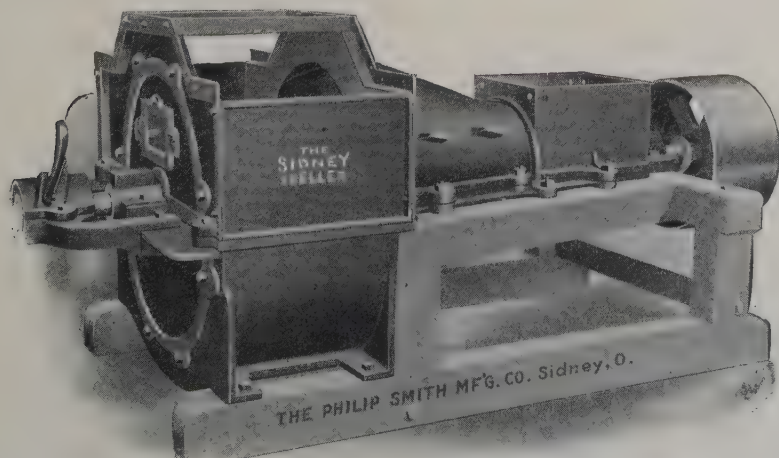
We think it plain that the parties contemplated a leasing under which Richardson should be entitled to raise a crop of corn on the premises and deliver three-fourths thereof to the plaintiff by way of rent, plaintiff furnishing implements, teams, etc., for the purpose, and that until the corn was thus gathered and plaintiff's portion thereof delivered the crop should be the property of the tenant, subject to plaintiff's lien for rent and a contract lien for money advanced.

In the absence of any specific contract to the contrary, the produce of the leased premises belongs to the tenant. Munier v. Zachary, 138 Iowa, 219, 114 N. W. 525, 18 L. R. A. (N. S.) 572. We find no language in this contract creating an exception to such rule, and we think that, when Richardson sold a portion of the corn to defendant, he was transferring title to his own property, and not the property of plaintiff.—Rew v. Maynes, 125 N. W. 804.

New members of the National Hay Ass'n who recently joined are Cherokee Commission Co., Bristol, Colo.; A. Nowak & Son, Buffalo, N. Y.; F. A. Champlin & Co., Newark, N. J.; Mills & Blaydes, Guineys, Va.; W. A. Victor, Grand Chain, Ill.; C. S. Hutter, Lynchburg, Va., and John D. Martin of Lafayette, Ind.

The Long Looked For Pitless Sheller.

The Philip Smith Mfg. Co. of Sidney, O., claims to have made one of the greatest improvements in the way of a Pitless Sheller known in years. The machine is a combination of its Regular Sidney Sheller and Cast Iron Boot. This combination requires no hopping to boot, no fan to discharge grain to boot, the grain being discharged direct from shell-er to boot. The end plates are removable making interior of boot or sheller easily accessible in case of accident to machine or choke up in the elevator. All shelling parts of the shelling surface are chilled insuring durability the same as all Sidney Corn Shellers.



The Sidney Pitless Sheller. (Patent Pending.)



Cover's Dust Protector

Rubber Protector \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.

ELEVATOR PAINTING

We contract to paint your elevator. Our experience enables us to do such work for you satisfactorily and economically.

Write for prices,

BOLMEIER BROS.

ERIE, N. D.



YOU can sell more paint than anybody in your town and add a large sum to your annual profit if you will take our agency for

STANDBY BARN PAINT

¶ We create the demand for the goods, we give you the exclusive sale in your vicinity. We have jobbers near you so it is not necessary to buy a large stock. And we back up our advertising with the best wearing, best colored, finest ground paint that it is possible to make.

Now is the time to stock up.

Wadsworth-Howland Company

Fulton Street, Corner Carpenter
CHICAGO, ILL.

Supreme Court Decisions

Arbitration—Notice.—An award made on a hearing had without notice to the parties is invalid.—*Tiffany v. Coffey*. Kansas City Court of Appeals, Missouri. 125 S. W. 1178.

Sale by Sample.—In an action for the price of goods sold by sample, the burden is on the seller to show that the goods were up to the sample.—*Bodenmann Mfg. Co. v. Lesser*. Supreme Court of New York. 121 N. Y. Supp. 335.

Delay in Transportation.—A carrier delaying the transportation of property has the burden of showing a special excuse, such as unusual rush of business at the time.—*McMillan v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 124 N. W. 1069.

Injury to Goods.—In the absence of proof it had without notice to the parties is invalid.—*Tiffany v. Coffey*. Kansas City Court of Appeals, Missouri. 125 S. W. 1178.

Receivership of Exchange Members.—Where, in a suit for an accounting of a partnership engaged in the brokerage business, the appointment of a receiver will destroy the use by defendant of his Stock Exchange seat, he may be permitted to give bond in lieu of a receiver.—*Valentine v. Muir*. Supreme Court of New York. 121 N. Y. Supp. 704.

Reasonable Time to Remove Goods.—In the absence of statute or custom, from the arrival of goods at destination on Friday at 3 p. m. to Monday at 1:45 a. m., was not a reasonable time for their removal by the consignee so as to terminate the liability of the carrier as such.—*Central of Georgia Ry. Co. v. Burton*. Supreme Court of Alabama. 51 South. 643.

Failure to Furnish Cars.—An extraordinary increase of business, which could not have been anticipated and provided for by using judgment and diligence, and which prevents a railroad from furnishing cars, is a good defense to an action for its failure to furnish the cars.—*Shoptaugh v. St. Louis & S. F. R. Co.* St. Louis Court of Appeals. 126 S. W. 752.

Legality of Sales for Future Delivery.—That defendant, who gave orders to members of a cotton exchange for the purchase and sale of cotton, did not intend to deliver or accept delivery of the cotton sold or bought, did not render the transactions illegal, where the members of the cotton exchange did not know of such intentions.—*Springs v. James*. Supreme Court of New York. 121 N. Y. Supp. 1054.

Liability of Ass'n Members.—An unincorporated ass'n is not a "partnership," and, to render a member liable as a principal on contracts made by persons or committees who manage and assume to act for it, it must be shown that they are expressly or impliedly authorized to represent and bind him.—*Brower v. Crimmins*. Supreme Court of New York. 121 N. Y. Supp. 648.

Shipper Only Can Demand Switch Connection.—The remedy given by the act of June 29, 1906 (34 Stat. at L. 584, chap. 3591, U. S. Comp. Stat. Supp. 1909, p. 1152), § 1, on complaint by the shipper to the Interstate Commerce Commission when an interstate railway carrier refuses to establish a switch connection with a lateral, branch line, is exclusive, and the general powers given by other sections of the statute cannot be deemed to authorize a complaint to the commission by the lateral, branch railway company.—*Interstate Commerce Commission v. Delaware, Lackawanna & Western R. R. Co.* Supreme Court of the United States. 30 Sup. Ct. Rep. 415.

Contract Lien on Crop.—One having a contract lien on a crop to secure advances would have a right of action for conversion against one who purchased and removed it with knowledge of such lien.—*Rew v. Maynes*. Supreme Court of Iowa. 125 N. W. 804.

Sale F. O. B.—Where a writing evidencing a contract for sale of hay stated, "Sold my hay to A. for \$10.50 per ton, f. o. b.," the letters "f. o. b.," without designation of place, meant delivery on board at the usual place of shipping such freight from that locality.—*Adams v. Janes*. Supreme Court of Vermont. 75 Atl. 799.

Deterioration of Samples.—The fact that age and repeated handling of broken rice may have caused an infinitesimal increase in the percentage of the material that will pass through the standard sieve is not a sufficient reason for rejecting a test based on samples of such rice, especially where the failure to make a proper test at the time of importation was due to no fault of the importer.—*Seattle Brewing & Malting Co. v. United States*. U. S. Circuit Court, Western District, Washington. 176 Fed. 125.

Sale on Failure to Keep Up Margin.—Under a contract by which stock brokers reserved the right to sell the stock purchased for a customer at their discretion at any time if in their opinion the condition of the account warranted such action, on the customer's failure to keep up the required margins after notice of a purchase of stock, the brokers are authorized to sell the stock at their option without further notice to the customer.—*Estes v. Perkins*. Supreme Court of New York. 121 N. Y. Supp. 714.

Contract to Furnish Cars.—Where a railroad company contracted with a coal company to furnish cars at a point, and failed to do so, the company, in an action for breach of the contract, cannot recover for profits that would have accrued on a subsequent contract made by it to deliver a certain number of tons of coal per day to a buyer, if the railroad company had no knowledge when it agreed to deliver the cars that the coal company contemplated such a contract.—*Clyde Coal Co. v. Pittsburgh & L. E. R. Co.* Supreme Court of Pennsylvania. 75 Atl. 596.

Liability of Initial Carrier.—Interstate Commerce Act, § 20, as amended by act June 29, 1906, c. 3591, § 7, 34 U. S. Stat. 593 (U. S. Comp. Stat. Supp. 1909, p. 1166), making the initial carrier liable to the shipper for loss of or injury to interstate shipments, regardless of whether the loss or injury occurs on its line or not, and providing that it cannot exempt itself from this liability by contract, receipt, rule, or regulation, and that the initial carrier may recover from the carrier on whose line the loss or injury occurred the amount it is required to pay the owner of the property, is not unconstitutional as an unwarranted interference with the freedom of contract.—*Welch Lumber Co. v. Norfolk & W. Ry. Co.* Supreme Court of New York. 121 N. Y. Supp. 985.

Crop Lien.—Civ. Code 1902, § 3062, requires the clerk, in proceedings to foreclose a lien for advances for agricultural supplies, to issue a warrant for the seizure and sale of the crop, provided that if the person to whom such advances are made shall within 30 days after sale give written notice to the sheriff, with an affidavit, that the amount claimed is not justly due, the sheriff shall hold the proceeds of the sale subject to the court's decision, upon an issue made up and tried in which the lienor shall be the actor. Held that the provisions of the Code of Procedure allowing extensions of time for inadvertence and excusable neglect did not apply to proceedings to foreclose agricultural liens, so as to excuse the lienor's failure to give notice and affidavit, as required by section 3062, so that failure for any reason to give such notice within the prescribed time deprives the court of power to entertain an issue made up under the statute.—*Lightsey v. Rentz*. Supreme Court of South Carolina. 67 S. E. 456.

Crop Mortgage.—A mortgage by an owner of a plantation of crops grown by her or under her direction on the plantation during specified years, stipulating that if she should abandon or sell the property before the maturity of the debt, the mortgagee might take possession, did not operate as a lien on crops raised during one of the years by the mortgagor's husband as a tenant, over and above the reasonable rent which he paid, a lease being a "sale" for a term.—*First Nat. Bank of Headland v. Howell*. Supreme Court of Alabama. 51 South. 762.

Damages for Delay by Carrier.—The damages recoverable for delay in transportation of freight is the difference in the value of the shipment when it should have been delivered and the time and place it was delivered, together with a sum equal to the legal rate of interest on its value during the delay, and special damages occasioned by the delay which are the natural result of the breach of which the carrier had notice that the shipper would likely sustain by reason of the detention of the property.—*Dorrance & Co. v. International & G. N. R. Co.* Court of Civil Appeals of Texas. 126 S. W. 694.

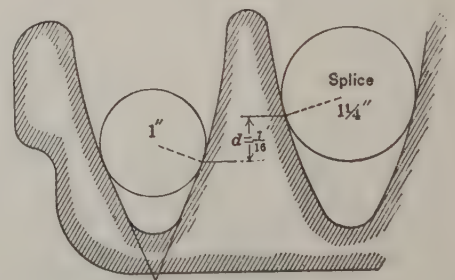
Penalty for Delay in Settling Claim.—Penalizing the failure of a common carrier to adjust and pay within a specified time claims for loss or damage, as is done by South Carolina act of February 23, 1903, § 2, does not unlawfully interfere with interstate commerce, even as applied to shipments from without the state, where the statute is construed by the state courts as affecting only the liability of carriers doing business in the state, for property lost or damaged while in their possession.—*Atlantic Coast Line Railroad Co. v. Mazursky*. Supreme Court of the United States. 30 Sup. Ct. Rep. 378.

Rope Driving.

BY G. G. FREDERICK.

The first requisite to correct rope driving is to design the drive so that all the strands will be under uniform tension. When ropes do not work under uniform tension there is some excuse for endeavoring to neutralize the difficulty by having a groove with curved sides.

Curved-sided grooves have the sides curving toward each other as in the engraving herewith. The more the sides approach the vertical above the normal position of the rope the higher in the



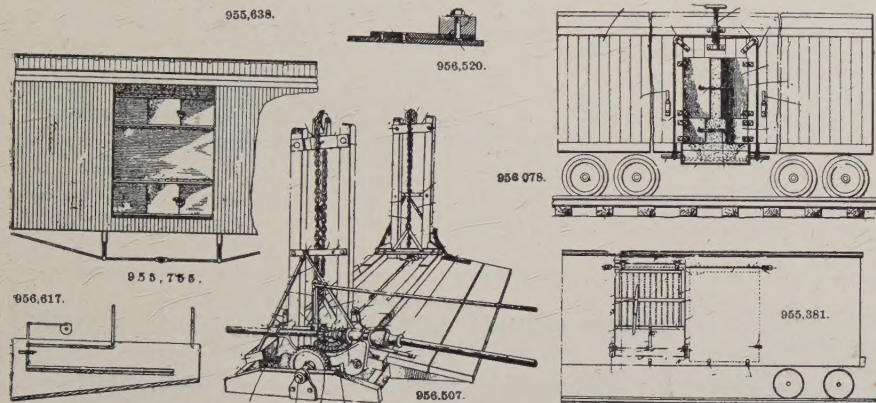
groove the splice will ride, the greater will be the friction and the greater the distortion. While the splice is in the groove there will be a momentary increase of speed. In passing over the small pulley there will be a momentary tendency to diminish the velocity ratio of the pulleys and it follows that the splice must slip.

Slip means wear and as the angle is sharper where the splice is in contact and also less polished it is far more severe on the splice than on any other part of the rope. As the splice is the weakest part of the rope it follows that it should be allowed to pass thru the grooves with the least friction. A better form of groove would be one where the groove above the line of normal contact curved out.

Patents Granted

Flight Attachment. No. 956,520. (See cut.) Albert J. Frase, Breckenridge, Minn. A flexible strap of the same width and thickness thruout is secured at one end to the belt and at the free end to the conveyor flight.

Wagon Elevator. No. 956,507. (See cut.) Alonzo T. Adams, Marseilles, Ill., assignor to Marseilles Mfg. Co. A reversible inclined dumping frame is pivoted on a base.



Chains and pulleys on the dumping frame raise and lower the wheel frame.

Grain Separator. No. 956,617. (See cut.) Huston S. Adams, Harrington, Wash. One of the superposed screens in the shoe is made fast to the shoe and the other is swung independent thereof, both reciprocated by levers connecting the ends of the screens to a rock shaft.

Grain Door. No. 956,078. (See cut.) Ella M. Greenfield, Erie, Pa. A chute is hinged adjacent to the door opening and has rear and side flanges from which project bars to which are attached the chains which raise the chute when wound up. The double doors open outwardly.

Car Door. No. 955,381. (See cut.) Henry A. Christy, Kenilworth, Ill. The door closes the entire doorway and is provided with openings for loading and unloading. The door is slidable longitudinally to cover and uncover the doorway, and co-operating means on the car and door draw the latter down and hold it grain tight against the bottom and side of the car.

Car Seal. No. 955,638. (See cut.) Samuel F. Estell, Florence, Cal. The chambered head of the seal has a U-shaped slotted opening, the cross-sectional configuration of which is the same as that of a tongue on a shackle, whereby the tongue fills the opening when inserted therein. Within the chamber of the head is a spring barb for entering the aperture of the tongue.

Car Door. No. 955,755. (See cut.) Alva B. Bulloch, Irondale, Ala., assignor part interest to Thos. J. Allen, Jr., Woodlawn, Ala., and John L. Parker, Birmingham, Ala. The door slides vertically and also moves laterally toward and from the car wall. The door has rollers bearing on a track when lowered, and a guide to cause the door to move outwardly from the wall as the door is lowered.

China's prohibition of grain exportations from Hellung-chiang, in the northern part of Kirin province, has brot forth a second protest within a fortnight by Russia, Great Britain and Japan to the Foreign Board at Peking. Violation of international conventions is charged.

Firm Names.

& Co. often is included together with the given name of the head of the firm, as Arthur Jones & Co., contrary to the canons of good taste, which dictate Jones & Co.

Still worse is the form G. Eliphalet Taylor & Co., tho this fault in style is sometimes excusable when the surname of the head of the firm is very common, as J. W. Smith & Co., or J. Sidney Smith & Son, or when two men having the same name are engaged in the same line of business in the same city, as A. C. Davis & Co.

This fault in style is more common among grain commission merchants, not

so much because of excessive vanity as on account of the feeling that the grain receiver is rendering his client a personal service, which is true; the value of his services depending on his possession of high qualities of mind and heart, besides a professional knowledge of the commodity he handles and the trade's methods. In this respect he is on the same plane as a physician, and the courts hold that good will is inseparable from the individual, so that when a member of a grain commission firm retires he cannot demand from his former partners a compensation for the good will he leaves in the firm.

Reputation is so valuable an asset to a firm acting in a fiduciary capacity that names of men long dead are retained, both surname and initials, by the men now conducting the business, tho they themselves have achieved a reputation for sterling character and business acumen. In fact, an impartial observer would say these young men could trade on their own names to the advantage of all concerned.

The spectacle presented when a firm splits and each seceder tries to hold himself out as the "only successor" is as comical to the onlooker as it is tragic to the would be heir, who is trying to hold on by the skin of his teeth to a reputation the possession of which is negated by such exposure of sordid motive.

When an individual wishes to advertise that others are interested with him he will find it more dignified to drop his given name, if possible, from the firm name. How much better it sounds to say "Swift & Co." instead of "Gustavus F. Swift & Co."

It is said that the Department of Justice intends to frame a law which will prevent the transmission from state to state of ticker records of exchange transactions, on the ground that such service is merely a device for gambling.

The ELLIS Cold Air Drier and Conditioners

Are acknowledged by the largest handlers of cash grain in the Chicago market to be the most satisfactory machine ever invented to condition and dry grain.

In one plant alone our 4-30 Conditioner occupying a space in the elevator of 7 feet x 12 feet x 34 feet high averages 45,000 bushels every 24 hours.

Don't you want that kind of protection?

THE
ELLIS DRIER
CO.

Postal Telegraph
Building
CHICAGO

Sellers Must Replace Grain Failing to Grade as Per Contract.

Before the Tri-Board of Appeals of Arbitration of the grain dealers assns. of Oklahoma, Texas and Kansas, convened at Oklahoma City, Apr. 5th, 1910.

New Era Milling Co., Arkansas City, Kan., vs.

E. R. & D. C. Kolp, Oklahoma City, Okla.

The above styled cause was presented to the Tri-State Appeal Board, appealed from the Oklahoma Arbitration Committee. The evidence presented to this Board indicates a controversy originated from a sale of contract of wheat made by the New Era Milling Co. to E. R. & D. C. Kolp of five thousand bushels.

We affirm the decision of the Oklahoma Arbitration Committee and render an award in favor of E. R. & D. C. Kolp against the New Era Milling Co. for the full amount of their claim of \$420.56, and also assess the costs of this hearing against the New Era Milling Co.

The cause of this controversy began when the New Era Milling Co. failed to ship for E. R. & D. C. Kolp two cars of wheat which was due them to take the place of two cars which was not of contract grade and which the aforesaid New Era Milling Co. and E. R. & D. C. Kolp at own account.

During all the time in which the controversy was carried along between the New Era Milling Co. and E. R. & D. C. Kolp at no time did the consignee, E. R. & D. C. Kolp, act otherwise than that which was necessary to apprise the shipper of the condition of the wheat in order that it, the

New Era Milling Co., should protect itself and requesting that at all times the New Era Milling Co. complete its contract.

It is well defined in the evidence presented before this Board that the shipper with his own volition took charge of two cars of the wheat and handled them for his own account, and in no way could he be excused from placing other cars to complete the contract or pay unto the aforesaid E. R. & D. C. Kolp the actual amount of their loss or the difference in the purchase price and the price of the wheat at the time they were compelled to buy it in.

J. H. Shaw of Oklahoma.

L. G. Bolow of Texas.

H. Work of Kansas.

Reparation Allowed.

Refund has been granted to the Stockbridge Eltr. Co. from the L. S. & M. S. Ry. Co. of \$9.61 account of overcharge on one carload of oats shipped from Horton, Mich., to Xenia, O., Feb. 13, 1909.

The C. C. C. & St. L. Ry. Co. has been ordered to pay the Mutual Grain Co. refund of \$4.84 account overcharge on one carload of corn, forwarded May 27, 1909, from Mahomet, Ill., to Salem, Ind.

Crops, prices and trade conditions were discussed in a convention held at Chicago Apr. 12 by broomcorn dealers and shippers from the United States and Canada.

Points on Leg Construction.

BY F. R. ROSS.

The up leg of an elevator should be so large that the belt or buckets cannot scrape the wood under any circumstances. The lifting side should be so exactly perpendicular that a plumb line against face of head pulley should touch boot pulley face.

The leg should be built straight on the lifting side and bellied on the down side, so that the buckets or belt will not strike the casing of the back leg.

Material should feed into the boot on the front or lifting side at the center of the pulley, and not under the pulley. It is possible to feed the boot at the sides and in the rear, but if at the sides feed low; and if in the rear, feed as low as possible, to prevent the material from packing back of the buckets, as this causes them to stand out from and wear holes in the belt.

Speed the shaft in head 30 to 48 revolutions per minute, according to diameter of pulley and kind of material elevated. If the speed is too great no grain will be discharged; if too slow the grain will drop out. Square-cornered buckets with flat backs and pointed bottoms will not deliver at a high speed of belt.

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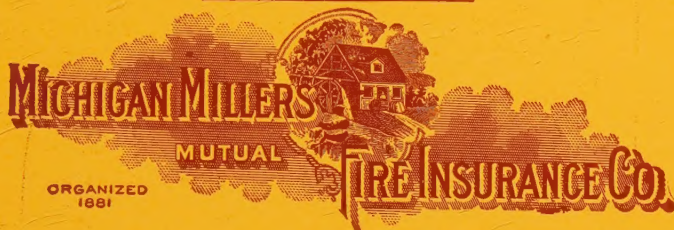
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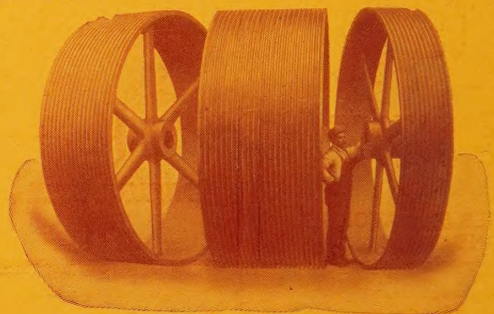
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